

S.R.C. MINUTES  
DISTRICT NO. 2  
QUEEN ANNES COUNTY

*Queen Anne*



**Maryland Department of Transportation  
State Highway Administration**

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

**MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN, DIRECTOR  
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING**

**NOVEMBER 30, 1995**

*NJP 11/30/95*

**Director, Neil J. Pedersen, Office of Planning and Preliminary Engineering executed a road transfer agreement dated October 17, 1995, between the State Highway Administration and Queen Anne's County, Maryland, relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement.**

**1. State Highway Administration to Queen Anne's County, Maryland:**

**MD Route 18J (Cox Neck Road/Postal Road) - From U.S. Route  
50/301 to MD Route 18B**

**TOTAL MILEAGE: 0.45± MILE**

**Item No.: 85532**

**Said agreement had previously been executed by Queen Anne's County Officials and approved as to form and legal sufficiency by Special Attorney, Mr. Sidney Campen, Jr.**

**Conveyance of the Roadway is subject to the following conditions:**

**The effective date of transfer shall be upon completion of construction and acceptance by the County of project no. Q 649-501-276.**

**KO:RMP:cej**

**333-1627**

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Marina Strip

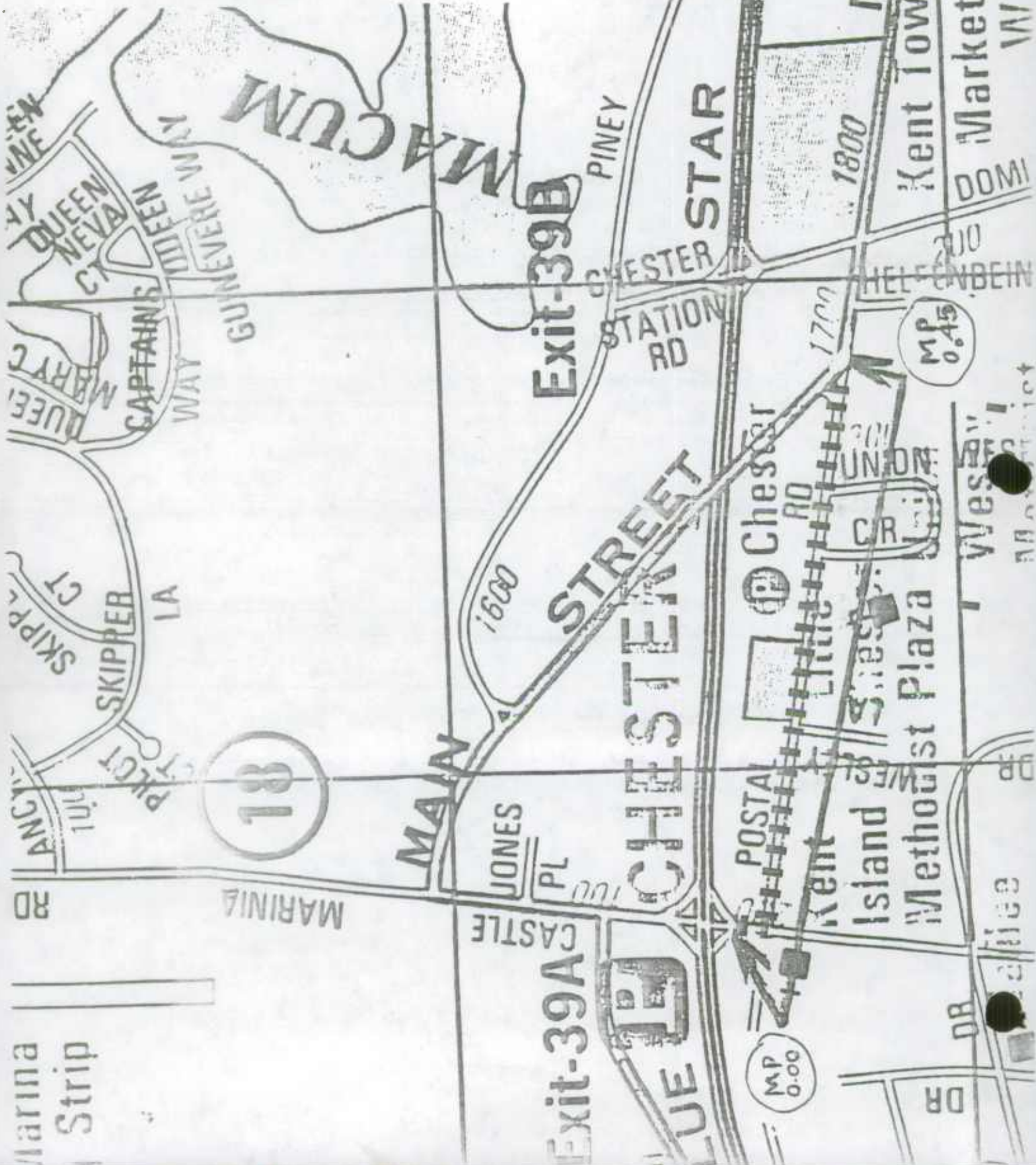


EXHIBIT A

SHA TO QUEEN ANNES COUNTY SHOWN THUS

MD ROUTE 18J (POSTAL RD.) - FROM MD 50/301 EXIT 39A TO MAIN STREET A TOTAL DISTANCE OF 0.45+ MILE

MOA  
November 30, 1995  
PAGE 2

S.H.A.

cc:	Mr. M. R. Baxter	Mr. J. S. Koehn
	Mr. D. A. Bochenek	Mr. R. Lipps
	Mr. W. E. Brauer, III	Mr. K. McClelland
	Mr. R. Burns	Mr. J. Miller
	Mr. W. Butcher	Mr. J. Mullen
	Mr. D. A. Clifford	Mr. K. Oelmann
	Ms. G. Courtney	Mr. E. T. Paulis, Jr.
	Mr. R. L. Daff, Sr.	Mr. N. J. Pedersen
	Mr. R. D. Douglass	Mr. D. Rose
	Mr. L. H. Ege, Jr.	Mr. L. Schultz
	Mr. R. J. Finck	Mr. K. G. Shelton
	Mr. E. S. Freedman	Mr. D. Simmons
	Mr. K. Hess	Ms. D. J. Strausser
	Mr. T. Hicks	Mr. L. Swift
	Ms. E. Homer	Mr. R. VandeVisser
	Mr. J. Jannetti	Mr. T. Wright
	Mr. H. Kassoff	R/W Secretary File
	Mr. J. Kelly	

QUEEN ANNE'S COUNTY, MARYLAND

Mr. Mark Belton, President, County Commissioners  
of Queen Anne's County  
Mr. Patrick Thompson, County Attorney  
Mr. Steven Walls, Director of Public Works



RECEIVED

DEC 5 1995

MANUAL INFORMATION  
SERVICES DIVISION

## ROAD TRANSFER AGREEMENT

THIS AGREEMENT, made this 17<sup>th</sup> day of October, 1995, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part, and Queen Anne's County, Maryland, hereinafter referred to as "County", party of the second part.

WHEREAS, under the authority contained in Transportation Article Section 8-304 of the Annotated Code of Maryland, the Highway Administration is empowered to agree to transfer title to, jurisdiction over, and responsibility for the maintenance of any State highway, or portion thereof, to the political subdivisions of Maryland, and the political subdivisions of Maryland are empowered to agree to accept title to, jurisdiction over, and responsibility for the maintenance of said State highway, or portion hereof, from the Highway Administration.

WHEREAS, the Highway Administration has agreed to transfer to the County the hereinafter described section of road to the County upon completion and acceptance by the County of Construction Project Q 649-501-276, and the County has agreed to accept same as an integral part of the County highway system.





NOW, THEREFORE, THE AGREEMENT WITNESSETH, that for and in consideration of \$1.00 payable by each party unto the other, the receipt and adequacy of which is hereby acknowledged by the parties hereto, and in further consideration of the conditions set forth herein, the parties hereto agree as follows:

1. The Highway Administration does hereby transfer unto the County and the County does hereby accept from the Highway Administration jurisdiction over and responsibility for the maintenance of the following described section of State Highway and mileage as part of the County's highway system (hereinafter collectively referred to as "Roadway") as shown on Exhibit A attached hereto and incorporated herein:

S.H.A. to Queen Anne's County, Maryland:

MD Route 18J (Cox Neck Road/Postal Road)  
- From U.S. Route 50/301 to MD 18B

**TOTAL MILEAGE: 0.45± MILE**

2. Conveyance of the Roadway is subject to the following conditions:





IT IS UNDERSTOOD AND AGREED between the parties hereto that conveyance of the foregoing section of State roadway are subject to the following conditions:

- a. The effective date of transfer shall be upon completion and acceptance by the County of construction project Q 649-501-276. If construction project Q 649-501-276 is not built, this agreement is null and void.
  - b. The Roadway will be included in the County inventory as of December 1st of the year referred to in Item a. above.
  - c. The basis for the allocation of funds will include the additional 0.45± mile in the allocation to the County beginning July 1st of the year following the date as set forth in Item b. above.
  - d. The transfer of the Roadway to the County is made on an "as-is" basis, including the existing rights-of-way, the existing condition of the Roadway and all appurtenances and bridge structures.
  - e. The County hereby accepts jurisdiction over and responsibility for the maintenance of the Roadway as of the effective date of transfer as set forth in Item a. above.
3. The Highway Administration will hereafter prepare a deed conveying the Roadway to the County subject to the approval of the Board of Public Works of Maryland.





IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first written.

RECOMMENDED FOR APPROVAL

WITNESS:

Shirley L. Howard

THE STATE HIGHWAY ADMINISTRATION  
OF THE DEPARTMENT OF TRANSPORTATION

BY: Neil J. Pedersen  
Director, Office of Planning  
and Preliminary Engineering

Approved as to form and legal  
sufficiency this 23<sup>rd</sup> day of  
MAY, 1995.

RECOMMENDED FOR APPROVAL

Kurt Oelmann  
Chief, Utility and Road  
Conveyance Section

Shirley A. Campbell  
Assistant Attorney General

COUNTY COMMISSIONERS OF  
QUEEN ANNE'S COUNTY, MARYLAND

BY: Mark Belton  
Title: President

Approved as to form and legal  
sufficiency

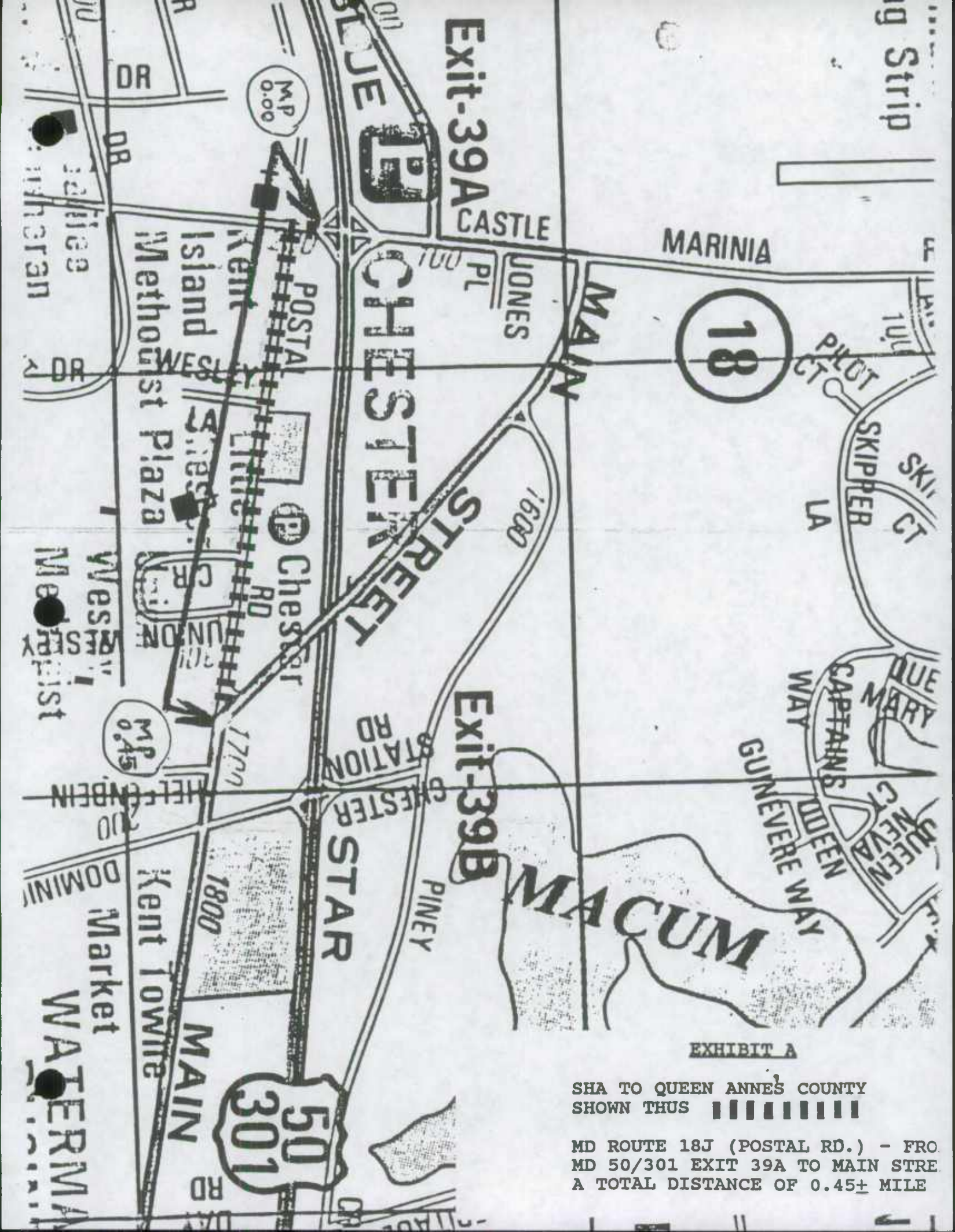
Patrick Thompson  
Patrick Thompson  
County Attorney

RECOMMENDED FOR APPROVAL

Steve Walls  
Steve Walls  
Director of Public Works







**EXHIBIT A**

SHA TO QUEEN ANNE'S COUNTY  
SHOWN THUS ■■■■■■■■

MD ROUTE 18J (POSTAL RD.) - FROM  
MD 50/301 EXIT 39A TO MAIN STRE  
A TOTAL DISTANCE OF 0.45± MILE





SHA 63.00-26D 3/1/90  
Mailing Address:  
Records and Research Section  
Room 605  
707 North Calvert Street  
Baltimore, Maryland 21202

## STANDARD DEED

(A)

FROM THE STATE HIGHWAY  
ADMINISTRATION OF THE DEPARTMENT  
OF TRANSPORTATION AND THE BOARD  
OF PUBLIC WORKS OF MARYLAND

Right of Way Item No.:

85532

**THIS ROAD TRANSFER DEED**, made this 30<sup>TH</sup> day of DECEMBER in the year 1996 by and between the STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION, acting for and on behalf of the STATE OF MARYLAND, party of the first part, and the BOARD OF PUBLIC WORKS OF MARYLAND, party of the second part, hereinafter sometimes called the "GRANTORS"; and COUNTY COMMISSIONERS OF QUEEN ANNE'S COUNTY, MARYLAND, hereinafter sometimes called the "GRANTEE".

WHEREAS, the State Highway Administration of the Department of Transportation, acting for and on behalf of the State of Maryland, has heretofore acquired certain property and rights, situate, lying and being in Queen Anne's County, State of Maryland; and

WHEREAS, the State Highway Administration has constructed, certain State Highways and/or Bridges known and designated as Project No.: Q 508-302-270 (US Rte. 50/301 - MD Rte. 18 J (Cox Neck Road/Postal Road) - From US Rte. 50/301 to MD Rte. 18 B; and

WHEREAS, the State Highway Administration has prepared, or caused to be prepared (a) Right of Way Plat designated as State Highway Administration Plats numbered 8494 and 54457, which Plats are intended to be or have been recorded among the Land Records of the aforesaid County in the appropriate Plat Book; and

WHEREAS, the said Plats shows the land, easements, rights and controls of access which have been determined by the State Highway Administration as necessary to be retained by the State for the construction, operation, maintenance, use and protection of the highway constructed, or to be constructed, as aforesaid; and

WHEREAS, the State Highway Administration has agreed, for good and valuable consideration, to convey unto the GRANTEE herein certain land, hereinafter described, which the GRANTOR has determined is no longer needed by it in connection with the construction, operation, maintenance, use and protection of the State Highway System; and

WHEREAS, under the provisions of Section 8-304 of the Transportation Article of the Annotated Code of Maryland, it is necessary for the Board of Public Works of Maryland to join in the conveyance of any land by the State Highway Administration of the Department of Transportation.

NOW, THEREFORE, THIS DEED WITNESSETH: That for and in consideration of the sum of One Dollar (\$1.00), and other good and valuable consideration, the receipt of which is hereby acknowledged, the said parties of the first and second parts do hereby grant, convey and quit claim unto COUNTY COMMISSIONERS OF QUEEN ANNE'S COUNTY, MARYLAND, its successors and assigns, all right, title and interest of the State Highway Administration and the State of Maryland, in and to all of the following described lots or parcels situate, lying and being in Queen Anne's County, State of Maryland, and described as follows, to wit:





RIGHTS OF WAY CONVEYED  
BY THE  
STATE HIGHWAY ADMINISTRATION-STATE ROADS COMMISSION OF MARYLAND  
TO  
COUNTY COMMISSIONERS OF QUEEN ANNE'S COUNTY, MARYLAND

Right of Way Project No.: Q 508-302-270

Right of Way Project: U.S. Rte. 50/301 - West of Cox Creek to  
East of Piney Creek

RE: Md. Rte. 18J (Cox Neck Road/Postal Road) - from U.S. Rte.  
50/301 to Md. Rte. 18B

Item Nos.: 14763 and 17781

File No.: 85532

.....

THE GRANTORS DO HEREBY GRANT, CONVEY AND QUIT CLAIM  
unto County Commissioners of Queen Anne's County, Maryland all  
right, title and interest of the Grantors in and to all the  
land, together with the appurtenances thereto belonging or in  
anywise appertaining, lying between the outermost lines  
designated "Queen Anne's County right of way line" established  
for Cox Neck Road and Postal Road shown shaded thus:

on the State Highway Administration-State Roads Commission of  
Maryland's plat numbered 54457, recorded or intended to be  
recorded among the Land Records of Queen Anne's County and  
being more particularly described as follows, that is to say:

BEGINNING FOR THE SAME at a point in the southerly  
right of way line of U.S. Rte. 50/301 leading from Stevensville  
to Grasonville, said point of beginning being the intersection  
of the aforementioned southerly right of way line (U.S. Rte.  
50/301) and a line of division previously established as the  
westerly right of way line of former Md. Rte. 18J (Cox Neck  
Road) as shown on the State Roads Commission of Maryland's plat  
numbered 8494, recorded or intended to be recorded among the  
Land Records of Queen Anne's County, said line of division now  
being designated Queen Anne's County right of way line.

SAID POINT OF BEGINNING being situate 25.00 feet  
measured at right angles to the right of station 01 + 58.00 of  
the base line of right of way (former Md. Rte. 18J, Cox Neck  
Road), as said base line of right of way is delineated on the  
State Highway Administration-State Roads Commission of





Maryland's plat numbered 54457, recorded or intended to be recorded among the Land Records of Queen Anne's County; running thence and binding along the aforementioned southerly right of way line of U.S. Rte. 50/301, N 87° 42' 48" E 50.64 feet to intersect a line of division previously established as the easterly right of way line of former Md. Rte. 18J (Cox Neck Road) as shown on the aforementioned State Roads Commission of Maryland's plat numbered 8494, recorded or intended to be recorded among the Land Records of Queen Anne's County, said line of division now being designated Queen Anne's County right of way line, running thence and binding on said line of division, S 06° 48' 13" W 42.00 feet to intersect a line of division previously established as the northeasterly right of way line of the connection between Cox Neck Road and Postal Road as shown on the aforementioned State Roads Commission of Maryland's plat numbered 8494, recorded or intended to be recorded among the Land Records of Queen Anne's County, said line of division now being designated Queen Anne's County right of way line, running thence and binding on said line of division, S 37° 34' 34" E 57.49 feet to intersect a line of division previously established for maintenance purposes as shown on the aforementioned State Roads Commission of Maryland's plat numbered 8494, recorded or intended to be recorded among the Land Records of Queen Anne's County, running thence and binding on said line of division, S 06° 48' 13" W 0.11 foot to intersect a line of division hereby established for the purpose of this Grant, said line of division now being designated as Queen Anne's County right of way line (face of curb), running thence and binding on said line of division the following courses and distances, viz.: S 80° 42' 30" E 151.33 feet, thence S 81° 16' 53" E 50.00 feet, thence S 80° 42' 30" E 150.00 feet, thence S 81° 16' 53" E 50.00 feet, thence S 80° 42' 30" E 250.00 feet, thence S 81° 06' 29" E 43.00 feet, thence S 80° 54' 34" E 57.00 feet, thence S 80° 28' 45" E 50.00 feet, thence S 80° 32' 50" E 49.94 feet, thence S 80° 53' 29" E






300.00 feet, thence S 79° 34' 10" E 13.00 feet, thence S 80° 47' 56" E 62.00 feet, thence S 80° 47' 07" E 54.00 feet, thence S 80° 53' 29" E 553.00 feet to intersect a line of division hereby established for the purpose of this Grant, running thence and binding thereon, S 09° 06' 31" W 35.20 feet to intersect a line of division hereby established for the purpose of this Grant, said line of division now being designated as Queen Anne's County right of way line (face of curb), running thence and binding on said line of division the following courses and distances, viz.: N 80° 53' 29" W 88.50 feet, thence N 80° 37' 41" W 43.50 feet, thence N 80° 53' 29" W 434.00 feet, thence N 80° 44' 36" W 116.00 feet, thence N 80° 45' 51" W 90.00 feet, thence N 80° 38' 51" W 47.00 feet, thence N 80° 53' 29" W 73.00 feet, thence N 80° 27' 42" W 40.00 feet, thence N 80° 50' 11" W 143.05 feet, thence N 82° 20' 42" W 7.00 feet, thence N 80° 42' 30" W 50.00 feet, thence N 81° 03' 08" W 50.00 feet, thence N 80° 42' 30" W 278.00 feet, thence N 81° 29' 23" W 22.00 feet, thence N 80° 42' 30" W 86.50 feet, thence N 81° 04' 09" W 63.50 feet, thence N 80° 42' 30" W 113.00 feet, thence N 81° 01' 05" W 37.00 feet, thence N 80° 51' 47" W 37.00 feet, thence N 80° 42' 30" W 12.81 feet to intersect a line of division previously established for maintenance purposes as shown on the aforementioned State Roads Commission of Maryland's plat numbered 8494, recorded or intended to be recorded among the Land Records of Queen Anne's County, running thence and binding on said line of division, S 06° 48' 13" W 4.89 feet to intersect a line of division previously established as the southwesterly right of way line and existing right of way line of Postal Road as shown on the aforementioned State Roads Commission of Maryland's plat numbered 8494, recorded or intended to be recorded among the Land Records of Queen Anne's County, said line of division now being designated Queen Anne's County right of way line, running thence and binding on said line of division, N 81° 01' 49" W 90.27 feet to intersect the aforementioned line of division previously





established as the westerly right of way line of former Md. Rte. 18J (Cox Neck Road) as shown on the aforementioned State Roads Commission of Maryland's plat numbered 8494, recorded or intended to be recorded among the Land Records of Queen Anne's County, said line of division now being designated Queen Anne's County right of way line, running thence and binding on said line of division, N 06° 48' 13" E 111.71 feet to the place of beginning.

CONTAINING:

72,220 square feet or 1.658 acres plus or minus shown shaded thus:  on the State Highway Administration-State Roads Commission of Maryland's plat numbered 54457, recorded or intended to be recorded among the Land Records of Queen Anne's County.

BEING PART OF THE BED of the road of former Md. Rte. 18J (Cox Neck Road).

BEING PART OF THE BED of the road of former Md. Rte. 18J (Postal Road).

BEING A HIGHWAY EASEMENT.


BEING PART OF THE LAND which by deed recorded June 2, 1950 among the Land Records of Queen Anne's County in liber N.B.W. no. 6 folio 245 was conveyed by Lillie V. Tanner, Widow, et al, to the State of Maryland to the use of the State Roads Commission of Maryland.

BEING PART OF THE LAND which by deed recorded November 29, 1950 among the Land Records of Queen Anne's County in liber N.B.W. no. 8 folio 92 was conveyed by John Dudley Sparks and Audrey Grace Minnie Sparks, his wife, to the State of Maryland to the use of the State Roads Commission of Maryland.





EASEMENT AREA:

AND THE GRANTORS DO FURTHER GRANT unto County Commissioners of Queen Anne's County, Maryland the Easement Area shown hatched thus:  on the State Roads Commission of Maryland's plat numbered 8494, recorded or intended to be recorded among the Land Records of Queen Anne's County; the limits thereof as shown on the State Highway Administration-State Roads Commission of Maryland's plat numbered 54457, recorded or intended to be recorded among the Land Records of Queen Anne's County.

BEING ALL OF THE LAND which by deed recorded June 2, 1950 among the Land Records of Queen Anne's County in liber N.B.W. no. 6 folio 245 was granted by Lillie V. Tanner, Widow, et al, to the State of Maryland to the use of the State Roads Commission of Maryland.





3/1/90

SHA 63.00-26D

(B)

SUBJECT TO and excepting from the operation and effect of this deed any and all rights and reservations that may have been granted or reserved by former owners of this property or their predecessors in title and/or covenants or restrictions which may have been established with respect to said land by such former owners or their predecessors in title.

SUBJECT TO and excepting from the operation and effect of this deed any and all existing rights now held or used by any public utility or public utilities across or adjacent to the land herein conveyed.

TOGETHER with the buildings and improvements and brodges thereon, and the right, roads, ways, waters, privileges and appurtenances thereunto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the land and premises and bridges, hereinbefore described and mentioned, to the extent of the State's right, title and interest thereto, unto COUNTY COMMISSIONERS OF QUEEN ANNE'S COUNTY, MARYLAND, its successors and assigns.

SUBJECT, HOWEVER, TO EACH AND EVERY RESERVATION, RESTRICTION, CONDITION, COVENANT AND CONTROL SET FORTH IN THIS INSTRUMENT OF WRITING.

AND THE GRANTEE HEREIN, by the acceptance of this deed, does hereby covenant and agree, on behalf of itself, its successors and assigns, to abide by and respect each and every reservation, restriction, condition, covenant and control set forth in this instrument of writlng, it being the intention hereof to perpetuate all of the rights and privileges retained by the State of Maryland, to the use of the State Highway Administration of the Department of Transportation, by this deed. It is expressly understood and agreed that these covenants shall run with and bind the property hereby conveyed and the remaining property of the GRANTEE and shall be binding upon the GRANTEE, its successors and assigns, forever.

IN TESTIMONY WHEREOF, Witness the hands and seals of the parties hereto:

WITNESS:

Gerry Fletcher

STATE HIGHWAY ADMINISTRATION OF THE  
DEPARTMENT OF TRANSPORTATION

By: Parker F. Williams (Seal)  
Parker F. Williams  
State Highway Administrator

Approved as to Form and Legal Sufficiency

Wilney S. Campbell  
Assistant Attorney General

Parris N. Glendening (Seal)  
Parris N. Glendening  
Governor of Maryland

Concurred in by:

Robert J. Finck  
Robert J. Finck  
Director, Office of Real Estate

Louis L. Goldstein (Seal)  
Louis L. Goldstein  
Comptroller of Maryland

WITNESS:

Sandra L. Russell  
Secretary

Richard N. Dixon (Seal)  
Richard N. Dixon  
Treasurer of Maryland  
Constituting the BOARD OF  
PUBLIC WORKS OF MARYLAND





3/1/90

SHA 63.00-26D

(c)

STATE OF MARYLAND - COUNTY OF BALTIMORE, To Wit:

I HEREBY CERTIFY that, before me, the subscriber, a NOTARY PUBLIC of the STATE OF MARYLAND, in and for the County aforesaid, personally appeared Parker F. Williams, State Highway Administrator and acknowledged the foregoing deed to be the act of the State Highway Administration and, at the same time, made oath in due form of law that he is fully authorized to execute and acknowledge the same.

AS WITNESS MY HAND AND NOTARIAL SEAL, this 18<sup>TH</sup> day of Nov in the year 1996.

Lester F. Mahoney (Seal)  
Notary Public

My Commission Expires: OCT. 1, 1997

STATE OF MARYLAND, COUNTY OF ANNE ARUNDEL, To Wit:

I HEREBY CERTIFY that, before me, the subscriber, a NOTARY PUBLIC of the STATE OF MARYLAND, in and for the County aforesaid, personally appeared

Parris N. Glendening - Governor of Maryland

Louis L. Goldstein - Comptroller of Maryland

Richard N. Dixon - Treasurer of Maryland

constituting the BOARD OF PUBLIC WORKS OF MARYLAND, and acknowledged the foregoing deed to be the act of the said Board of Public Works of Maryland.

AS WITNESS MY HAND AND NOTARIAL SEAL, this 30<sup>th</sup> day of December in the year 1996.

Marion J. Berchelt (Seal)  
Notary Public

My Commission Expires: 12-1-99

I hereby certify that this instrument has been prepared under my supervision, an attorney admitted by the Court of Appeals of Maryland.

William H. Conway, Jr.  
Assistant Attorney General  
State Highway Administration

wap/lcr#lc a:\bcomd.deed





W. T. Oelmen,

When these go out, we only need to send this cover sheet and on the backside of the same sheet a map showing what was transferred.

Neil

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN  
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

DECEMBER 14, 1992

Director Pedersen, Office of Planning and Preliminary Engineering executed a road transfer agreement dated December 14, 1992, between the State Highway Administration and Queen Anne's County, Maryland relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Queen Anne's County.

Co 1863 (93-600)

MD 18E (Kent Narrows Way S.) from MD 18B westerly to road end at Kent Narrows, a total distance of 0.15± miles.

Co 526

MD 18K (Wharf Road) from MD 18B easterly to end of the state maintenance, a total distance of 0.06± miles.

Co 1871

MD 18L (Piney Narrows Road) from MD 18M westerly to the junction of ramps to and from US 50/301, a total distance of 0.09± miles.

Co 187

MD 18M (Piney Narrows Road) from MD 18B northerly to MD 18N, a total distance of 0.03± miles, thence westerly a distance of 0.13± miles, thence northerly, a distance of 0.07± miles to end of state maintenance, a total distance of 0.23± miles.

Co 1864

MD 18N from MD 18M easterly to road end near Kent Narrows, a total distance of 0.03± miles.

Co 185

MD 18P (Kent Narrows Way N.) from MD 18B northerly to end of state maintenance, a total distance of 0.16± miles.

Co 530

MD 18Q (Long Point Road) from Jackson Creek Lane westerly to end of state maintenance, a total distance of 0.12± miles.

Co 190 + (38-1,13)

MD 18T (Piney Creek Road) from MD 522A easterly to end of state maintenance at Co. 190 ahead, a total distance of 0.75± miles.

Co 1865 (00-20)

MD 835B (Saddler Road) from Co. 183 (Jackson Creek Lane) easterly to Co. 182 (Jackson Creek Road), a total distance of 0.20± mile.

Said agreement had previously been executed by the President of the Board of County Commissioners for Queen Anne's County and approved as to form and legal sufficiency by Assistance Attorney General Edward Harris.





THIS AGREEMENT, made this 14th day of December, 1992, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part, and Queen Anne's County, Maryland, hereinafter referred to as "County", party of the second part.

WHEREAS, under authority contained in Transportation Article Title 8-304 of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to enter into an agreement to transfer jurisdiction over, and responsibility for, the maintenance of any State highway, or portion thereof, with the governing bodies of the several political subdivisions of Maryland, and the governing bodies of the several political subdivisions of Maryland are empowered to enter into an agreement to transfer jurisdiction over, and responsibility for, the maintenance of any county or municipal road, or portion thereof, with the State Highway Administration of the Department of Transportation of Maryland.

WHEREAS, the Highway Administration and the County have previously executed a Memorandum of Understanding dated July 14, 1992, in which is described the mutual intention of the parties to execute a future lease agreement for those lands at the Kent Narrows area located within the right-of-way of the Highway Administration.

WHEREAS, in said same Memorandum of Understanding the County agreed with the concept of assuming responsibility for sections of MD 18 roadway that were functionally replaced by highway improvements approaching the new Kent Narrows Bridge.



WHEREAS, in said same Memorandum of Understanding, and Attachment A thereto, the County agreed to the transfer of several State Roads into the County road system.

WHEREAS, the Highway Administration has agreed to transfer the hereinafter described sections of roads which heretofore were constructed by the Highway Administration to the County, and the County has agreed to accept same as an integral part of the County highway system.

NOW, THEREFORE. THIS AGREEMENT WITNESSETH. that for and in consideration of \$1.00 and good and valuable consideration. the receipt whereof is hereby acknowledged. the Highway Administration does hereby transfer unto the County, and the County does hereby accept from the Highway Administration, jurisdiction over, and responsibility for, the maintenance of the following described sections of State highway for maintenance purposes as part of the County highway system:

MD 18E (Kent Narrows Way S.) from MD 18B westerly to road end at Kent Narrows. a total distance of 0.15± miles.

MD 18K (Wharf Road) from MD 18B easterly to end of state maintenance. a total distance of 0.06± miles.

MD 18L (Piney Narrows Road) from MD 18M westerly to the junction of ramps to and from US 50/301, a total distance of 0.09± miles.

MD 18M (Piney Narrows Road) from MD 18B northerly to MD 18N, a total distance of 0.03± miles, thence westerly a distance of 0.13± miles. thence northerly a distance 0.07± miles to end of state maintenance. a total distance of 0.23± miles.

MD 18N from MD 18M easterly to road end near Kent Narrows. a total distance of 0.03± miles.

MD 18P (Kent Narrows Way N.) from MD 18B northerly to end of state maintenance. a total distance of 0.16± miles.

MD 18Q (Long Point Road) from Jackson Creek Lane westerly to end of state maintenance. a total distance of 0.12± miles.





MD 18T (Piney Creek Road) from MD 522A easterly to end of state maintenance at Co. 190 ahead. a total distance of 0.75± miles.

MD 835B (Saddler Road) from Co. 183 (Jackson Creek Lane) easterly to Co. 182 (Jackson Creek Road), a total distance of 0.20± mile.

IT IS UNDERSTOOD AND AGREED between the parties hereto that conveyance of the foregoing sections of State highway are subject to the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The foregoing mileage will be included in the County inventory as of December 1st of the year following the date set forth in Item 1 above.
3. The basis for <sup>10-17-91</sup>the allocation of funds will include the additional 1.78± miles in the allocation to the County beginning July 1st of the year following the date as set forth in Item 2 above.
4. The transfer of said roads is made on an as-is basis which pertains to the existing rights-of-way and the existing condition of the roads involved including all appurtenances.
5. The County accepts jurisdiction over, and responsibility for, the maintenance of said roads as of the effective date of transfer as set forth in Item #1 above.

IT IS FURTHER UNDERSTOOD AND AGREED that the Highway Administration will hereafter prepare a deed of conveyance for the above described sections of State constructed highway to the County, subject to the approval of the Board of Public Works of Maryland.





IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first written.

THE STATE HIGHWAY ADMINISTRATION  
OF THE DEPARTMENT OF TRANSPORTATION

RECOMMENDED FOR APPROVAL:

John T. Mankaus  
Chief, Highway Information  
Services Division

WITNESS:

Harry Mankaus

By: Neil J. Pedersen  
Director, Office of Planning  
and Preliminary Engineering

Approved as to form and legal  
sufficiency this 10 day of  
September, 1992.

Howard Sloan  
Assistant Attorney General

QUEEN ANNE'S COUNTY, MARYLAND  
BOARD OF COUNTY COMMISSIONERS

RECOMMENDED FOR APPROVAL:

D. Steven Wells  
Director of Public Works

By: Wm. V. Rogers III  
President

Approved as to form and legal  
sufficiency this 27<sup>th</sup> day of  
October, 1992.

Paul E. Cropper  
County Attorney



KO:SNC:pvm

cc: Neil Pedersen  
Charles Olsen  
Robert Douglass  
Earle Freedman  
Thomas Hicks  
John D. Bruck  
Thomas Neukam  
John M. Contestible  
Edward Harris  
D. Steven Walls  
William V. Riggs, III  
Patrick Thompson  
Paul Armstrong  
Robert VandeVisser  
John H. Tucker  
David Clifford





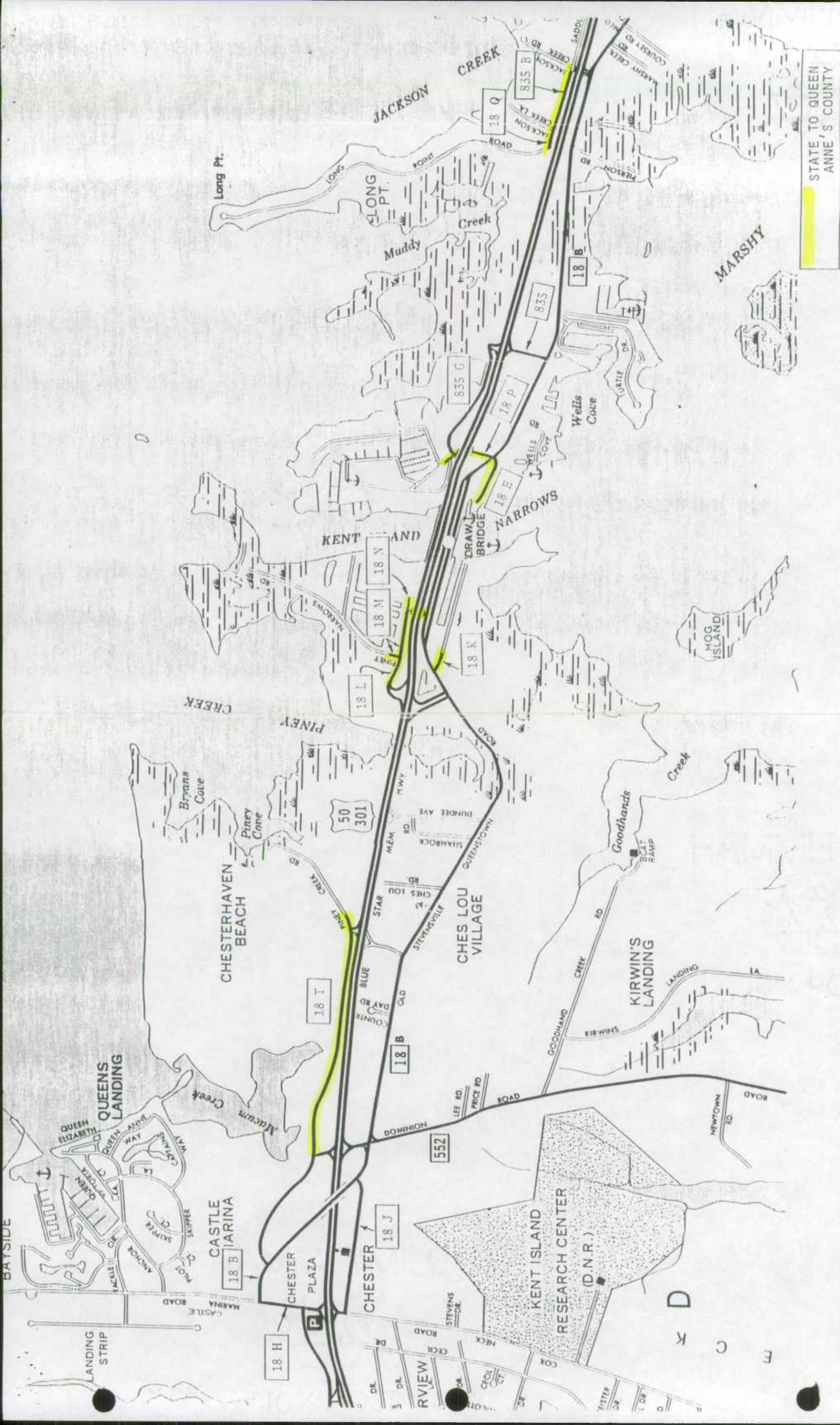
ATTACHMENT A  
Roads to be Transferred

MD 18T - Piney Creek Road	.74 miles
MD 18K - Connection to Wharf Drive	.05 miles
MD 18L - Connection from Ramp to Piney Narrows	.25 miles
MD 18M - Connection Road to Piney Narrows Road	.02 miles
MD 18N - Unnamed Road - Under bridge - Cons. site	.06 miles
MD 18E - Old 18 from Narrows to Old Bridge Ramp	.15 miles
MD 18P - Seward Point Road	.15 miles
MD 835 - Jackson Creek Road to Long Point Road	.40 miles
MD 18Q - Long Point Road	.04 miles
MD 18R - Old Road East Side New Bridge - <i>never built</i>	<u>.11 miles</u>

TOTAL 1.97 miles









100

100

100

100

100

100

100

100

100

100

100



**Maryland Department of Transportation**  
**State Highway Administration**

**RECEIVED**

NOV 17 1992

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

HIGHWAY INFORMATION  
SERVICES DIVISION

November 5, 1992

RE: Conveyance of Bridge Number 17040  
(and approaches) over the Wye  
Narrows, Queen Anne's County,  
Maryland, by the State Highway  
Administration of the Department of  
Transportation to the Department of  
Natural Resources

SR 5

Department of Natural Resources  
Public Lands E3  
Tawes State Office Building  
Annapolis, Maryland 21401

Attention: Mrs. Susan Kephardt  
Legal Assistant for Public Lands

Dear Mrs. Kephardt:

In accordance with the attached copy of a letter dated September 19, 1985, from Mr. William K. Hellman, then Secretary, Maryland Department of Transportation, to Mr. Torry C. Brown, Secretary, Department of Natural Resources, we are presenting a deed executed by the State Highway Administration and the Board of Public Works, conveying Bridge Number 17040 (and approaches) to the Department of Natural Resources.

The Board of Public Works approved this Item 6-RP on the Department of Transportation Agenda at its meeting of September 30, 1992.

Please record this deed promptly and advise this office of the liber, folio and recordation date.

My telephone number is 333-1650

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717





Department of Natural Resources  
November 5, 1992  
page 2

Thank you.

Sincerely,

Kurt Oelmann, Chief  
Government, Railroad, Utility  
and Road Transfer Office

By: *Robert M. Pontier, Sr.*  
Robert M. Pontier, Sr.  
Real Estate Coordinator

Enclosure: 9/19/85 letter, and Deed  
cc: John Neukam  
Paul Armstrong  
Dave Clifford

CERTIFIED MAIL -- RETURN RECEIPT REQUESTED





MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR, HAL KASSOFF  
SEPTEMBER 3, 1992

\* \* \* \* \*

Administrator Kassoff executed the following deed on September 3, 1992 which was previously approved as to form and legal sufficiency by the Office of Assistant Attorney General, by which the Administration conveys, unto the grantee named, the parcel of land as indicated, and more fully described in the deed:

<u>GRANTEE</u>	<u>CONVEYANCE</u>	<u>IN ACCORDANCE WITH</u>
State of Maryland Department of Natural Resources  MD 838 now SR5	Conveyance of Bridge No. 17040 (and approaches) over Wye Narrows, Queen Annes County, Maryland by the State Highway Administration of the Department of Transortation to the Department of Natural Resources. Contract No. Q-625- 301-271 File No. 77566	This conveyance is in accordance with a letter dated September 19, 1985, from Mr. William K. Hellmann, then Secretary, Maryland Department of Transortation, to Mr. Torrey C. Brown, Secretary, Department of Natural Resources.

cc: Ms. E. L. Homer  
Mr. C. R. Olsen  
Mr. C. W. Stickles (deed/w attachments)  
Mr. P. J. Weidefeld (Original/w attachments)  
Mr. R. H. Tresselt  
✓ Mr. J. T. Neukam  
Mr. R. M. Pontier  
Mr. J. W. Williams  
S.R.C. Secretary's File (w/signed copy of deed)  
S.R.C. Queen Anne County File (w/ attachments)

RECEIVED

NOV 9 1992

HIGHWAY INFORMATION  
SERVICES DIVISION

APPROVED by BPW 9/30/92  
Deed dated 10/26/92





**Maryland Department of Transportation**  
**State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

September 14, 1990

M E M O R A N D U M

TO: Distribution List

FROM: John T. Neukam, Chief *John T. Neukam*  
Highway Information Services Division

SUBJECT: MD 456A & MD 456B Route Re-Designations  
Queen Annes County

Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering, has approved the following route re-designations effective August 31, 1990.

*MD 656* MD 456B, from MD 456A westerly to road end at MD 18C, a distance of 0.70+ mile, shall be redesignated as MD 656.

*MD 456* MD 456A, from US 50 northerly to MD 18C in Queenstown, a distance of 1.21+ miles, shall be redesignated as MD 456.

A map indicating the above route designations is attached.

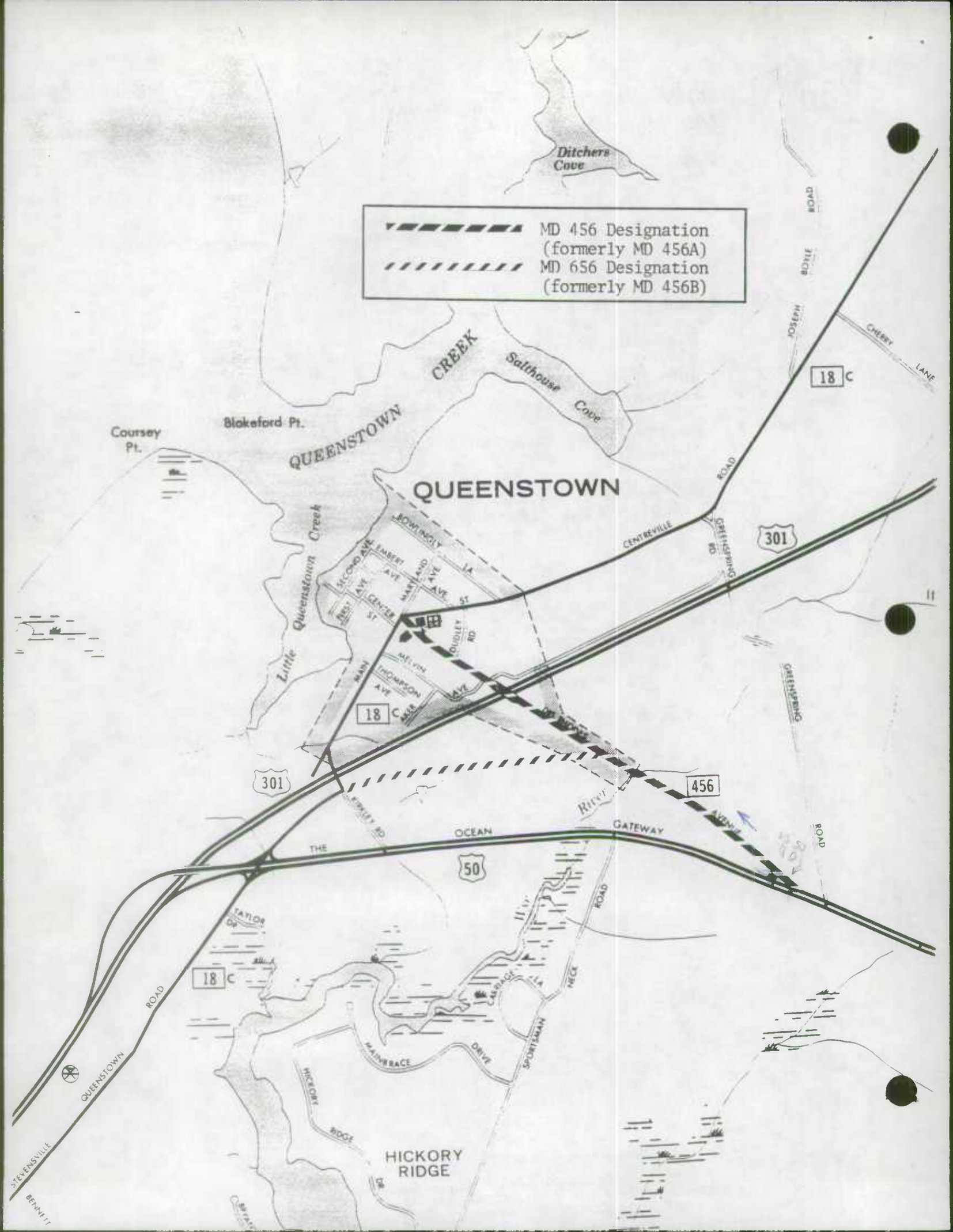
JTN:jed  
Attachment

*NOTE: MD 456B WAS PART  
OF MD 456*

My telephone number is (301) \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717





Distribution List

Mr. H. Kassoﬀ  
Ms. E. Homer  
Mr. C. R. Olsen  
Mr. J. M. Welsh  
Mr. R. D. Douglass  
Mr. N. J. Pedersen  
Mr. E. S. Freedman  
Mr. T. Hicks  
Mr. R. J. Finck  
Mr. L. Ege  
Secretary's File  
Mr. J. W. Williams  
Mr. D. Lang  
Mr. P. D. Armstrong  
Mr. R. S. Vandeviss  
Mr. J. T. Neukam  
Mr. J. D. Bruck  
Mr. R. C. Davison  
Ms. D. J. Strausser  
Mr. W. E. Ensor  
Mr. G. V. Kolberg

Mr. D. Clifford  
Mr. C. Rose  
Mr. A. M. Capizzi  
Mr. T. Watts  
Mr. R. L. Daff  
Mr. D. A. Bochenek  
✓ Mr. M. R. Baxter  
Mr. E. T. Paulis, Jr.  
Mr. P. E. Perkins  
Mr. R. C. Pazourek  
Mr. P. Stout  
Mr. J. S. Koehn  
Mr. J. Shea  
Mr. J. Weisner  
Mr. K. Oelmann  
Mr. W. R. Smith  
Mr. J. Thompson  
Mr. L. Schultz  
Director of Public Works,  
Queen Annes County

Planning and Zoning Commission,  
Queen Annes County





MD 835-F  
0.05 ml.

BEGIN TRANSITION  
C = .0003  
BEGIN FULL SUPER  
SUPER = .0  
END FULL SUPER  
C = .0002  
END TRANSITION

TO MATAPEAKE

COCKEY RD.

COCKEYS RD. SPUR

Δ = 47° 55' 32.88"  
D = 57° 17' 44.81"  
R = 100.00'  
T = 44.45'  
L = 83.65'  
E = 9.43'

LIMIT OF WORK  
STA. 2+76.27  
COCKEY ROAD

TOP OF CUT

S.D.D.

P.T. 2+011.8

P.C. 1+17.53

INV. 11.3

INV. 10.8

600' 10.5'

62.0' 10.0'

63.5' 9.5'

600' 9.0'

62.5' 8.5'

65.5' 8.0'

TST

SF

TOE OF FILL

SS.F

RIGHT OF WAY LINE

WOODS

CUT / FILL

MATCH TO SHEET NO. 13

STA. 0+50  
60 L.F. - 18" R.C.C.P.  
2 - STD. CONC. END SECTIONS FOR 18" PIPE

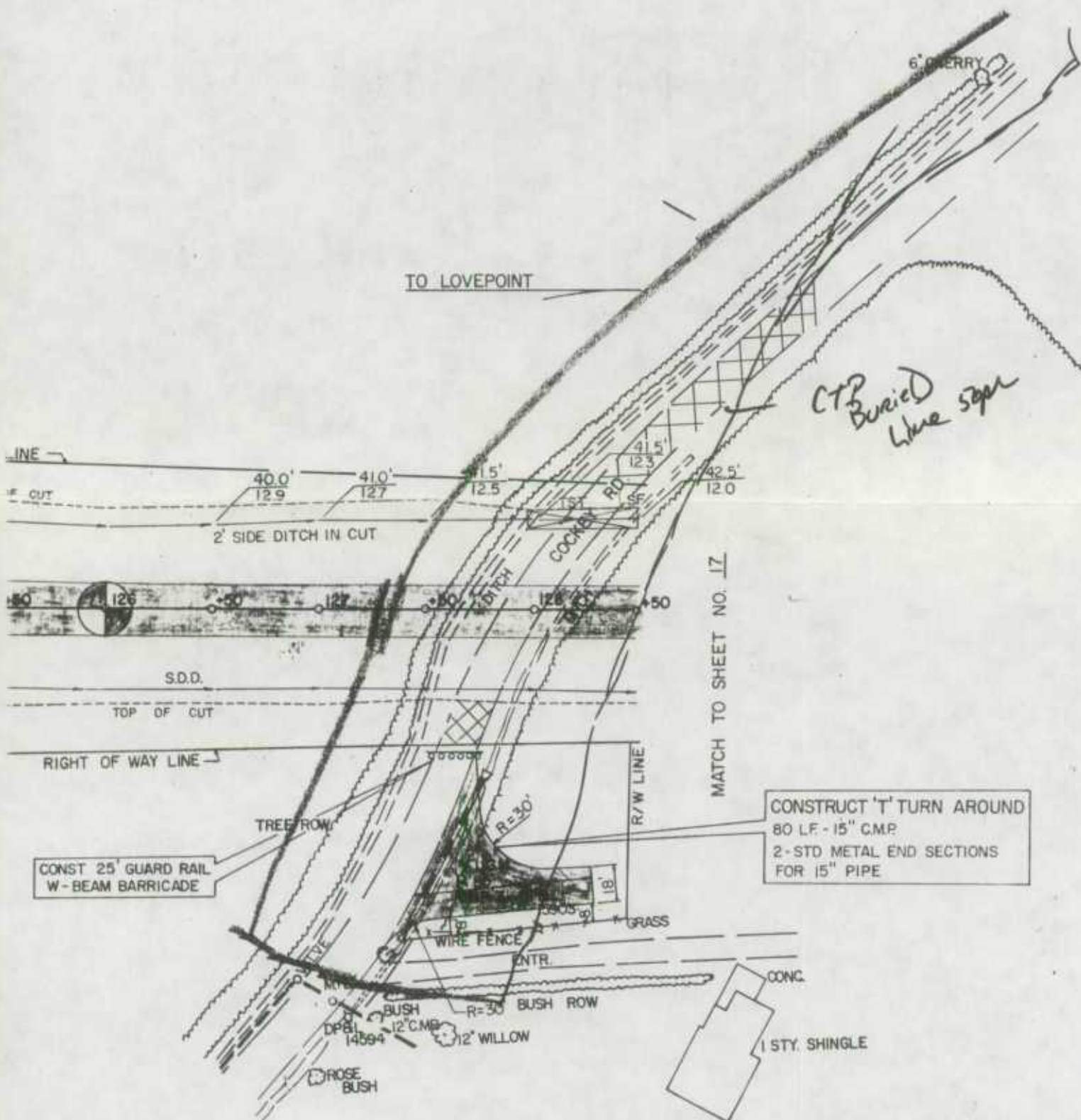
STA. 0+50  
60 L.F. - 18" R.C.C.P.  
2 - STD. CONC. END SECTIONS  
FOR 18" PIPE







F H WA REGION NO	STATE	FED. AID PROJ NO	SHEET NO	TOTAL SHEETS
3	MD.		13	









William Donald Schaefer  
Governor

# MARYLAND TRANSPORTATION AUTHORITY

Richard H. Trainor  
Chairman

January 19, 1988

## MEMORANDUM:

TO: Hal Kassoiff  
State Highway Administrator

FROM: Anthony P. Frate  
Executive Secretary *Anthony P. Frate / lm*

RE: Stevensville Interchange -  
Memorandum of Understanding for Maintenance of  
MD 8/18 Interchange at US Route 50

I have reviewed and initialed the paragraph addition on Page 3 of the subject Memorandum of Understanding, and I'm returning a copy for your files.

APF:lm  
Enclosure

cc: Wayne McDaniel  
Jan Davis

NOTE: SURVEY STATION 365+00 INDICATES  
MAINTENANCE CHANGE AT APPROX.  
M.P. 2.60. HOWEVER, FOR REALISTIC  
PURPOSES, THE CROSSOVER AT  
MP 2.46 WILL BE CODED AS THE  
CHANGE OF MAINTENANCE.

TALKED WITH TOM GILL (SHA D.E. MAINTENANCE)  
AND HE STATED THAT THE CROSSOVER IS  
WHERE THEY STOPPED MAINTENANCE.

K HOSS  
1-27-88

SHA/MDTA Maint on US 50

1. Name of the  
2. Date of the  
3. Name of the  
4. Name of the  
5. Name of the  
6. Name of the  
7. Name of the  
8. Name of the  
9. Name of the  
10. Name of the





William Donald Schaefer  
Governor

## MARYLAND TRANSPORTATION AUTHORITY

Richard H. Trainor  
Chairman  
J. Owen Cole  
Ronald L. Freeland  
Arthur M. Gompf  
Louise P. Hoblitzell  
Daniel F. McMullen, III  
Robert R. Neall  
Anthony P. Frate  
Executive Secretary

January 19, 1988

### MEMORANDUM:

TO: Hal Kassoiff  
State Highway Administrator

FROM: Anthony P. Frate  
Executive Secretary *Anthony P. Frate / lm*

RE: Stevensville Interchange -  
Memorandum of Understanding for Maintenance of  
MD 8/18 Interchange at US Route 50

I have reviewed and initialed the paragraph addition on Page 3 of the subject Memorandum of Understanding, and I'm returning a copy for your files.

APF:lm

Enclosure

cc: Wayne McDaniel  
Jan Davis

NOTE: SURVEY STATION 365+00 INDICATES  
MAINTENANCE CHANGE AT APPROX.  
M.P. 2.60. HOWEVER, FOR REALISTIC  
PURPOSES, THE CROSSOVER AT  
MP 2.46 WILL BE CODED AS THE  
CHANGE OF MAINTENANCE.

TALKED WITH TOM GILL (SHA P.E. MAINTENANCE)  
AND HE STATED THAT THE CROSSOVER IS  
WHERE THEY STOPPED MAINTENANCE

K HOSS  
1-27-88





*Maryland Department of Transportation  
State Highway Administration*

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 18, 1988

MEMORANDUM

TO: Anthony P. Frate  
Executive Secretary *Tog*

FROM: Hal Kassoff  
Administrator *HK*

SUBJECT: Stevensville Interchange

Enclosed is a signed copy of the Memorandum of Understanding for maintenance of the MD 8/18 Interchange at ES Route 50.

As a result of your conversation with Mr. Jack F. Ross, an additional paragraph (shown on page 3) has been added.

Please review and initial the paragraph addition and return to us a copy of the fully executed Memorandum of Understanding.

Your cooperation in this matter is greatly appreciated.

HK:jlr

My telephone number is (301) 333-1111





MEMORANDUM OF UNDERSTANDING

MAINTENANCE PROGRAM FOR MARYLAND ROUTE 8/18  
INTERCHANGE AT U.S. ROUTE 50

This Memorandum of Understanding between the Maryland Transportation Authority and the State Highway Administration shall constitute the guidelines for the Maintenance Program for the Maryland Route 8/18 Interchange at U. S. Route 50.

It is understood and agreed by both parties to the memorandum that the responsibility for maintenance of relocated MD 8/18 including the structure over U. S. Route 50, the associated ramps and service roads, and U. S. Route 50 east of Station 365+00 rests with the State Highway Administration.

It is understood and agreed by both parties to this memorandum that the responsibility for maintenance of U. S. Route 50 west of Station 365+00 rests with the Maryland Transportation Authority.





This Maintenance Program includes the removal or prevention of snow and ice accumulations, to include plowing, salting, and hauling.

It is understood and agreed by both parties that, due to the physical characteristics of entrance and exit ramps, it may be necessary for each party to enter and proceed through the other's areas of responsibility while performing maintenance.

It is understood and agreed by both parties that, when entering and proceeding through the other's area of responsibility, the maintenance operation being carried out by either party will be continued onto and through the other's area to the closest logical terminus consistent with prevailing conditions.

It is understood and agreed by both parties that each party shall be liable for damages caused by its contractors, vehicles, or maintenance operations regardless of where the damage occurs. If damages cannot be attributed to any particular vehicle, each party shall be liable for damages occurring within its respective area of responsibility due to its maintenance operations.



However, contractors working with either party in this agreement shall be required to indemnify each party for liability from personal or property damage occasioned by the negligence of said contractors performing required work for the parties hereto. Written evidence of such insurance indemnification shall be presented to each party by said contractor.

am  
1/19/8





For:

State Highway Administration

Date:

1/15/88

By: Hal Kassoff

Administrator

For:

Maryland Transportation Authority

Date:

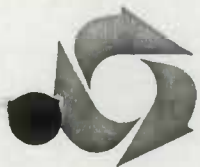
12/16/87

By: Anthony P. Frate

Executive Secretary







# Maryland Department of Transportation

State Highway Administration

William K. Hellmann  
Secretary

Hal Kassoff  
Administrator

January 21, 1987

## M E M O R A N D U M

TO: Distribution List

FROM: John T. Neukam, Chief *John T. Neukam*  
Bureau of Highway Statistics

SUBJECT: Route Number Designations  
Queen Anne's County

The following State Route numbers have been assigned to roads that were improved and/or relocated as a result of the widening and safety improvements to US 50/301 at the Stevensville interchange.

✓ MD 8 relocated - from  $\pm$  0.50 miles north of Irene Way northerly to relocated MD 18A north of US 50/301 (Field posted)

✓ MD 18A relocated - from  $\pm$  0.40 miles south of Larch Place southerly to relocated MD 8, then easterly to MD 759B (Field posted as MD 18)

✓ MD 835A - Service Road from Pier 1 Road west of  
0.76 relocated MD 8 easterly to Thompson Creek Road (Not field posted)

✓ MD 835C - (old MD 18A) from relocated MD 18A southerly  
0.77 to MD 18A at Stevensville (Not field posted)

✓ MD 835D - relocated Cable House Road, from relocated  
0.37 MD 8 and MD 18A westerly to existing Cable House Road (Not field posted)

✓ MD 835E - (old MD 18A) from relocated MD 18A southerly  
Access - GONR to MD 835C (Not field posted)

✓ MD 835F - Cockey Road, from north of relocated MD 18A  
0.05 to south of relocated MD 18A (Not posted)

For your convenience, a map indicating all of the above route designations is attached.

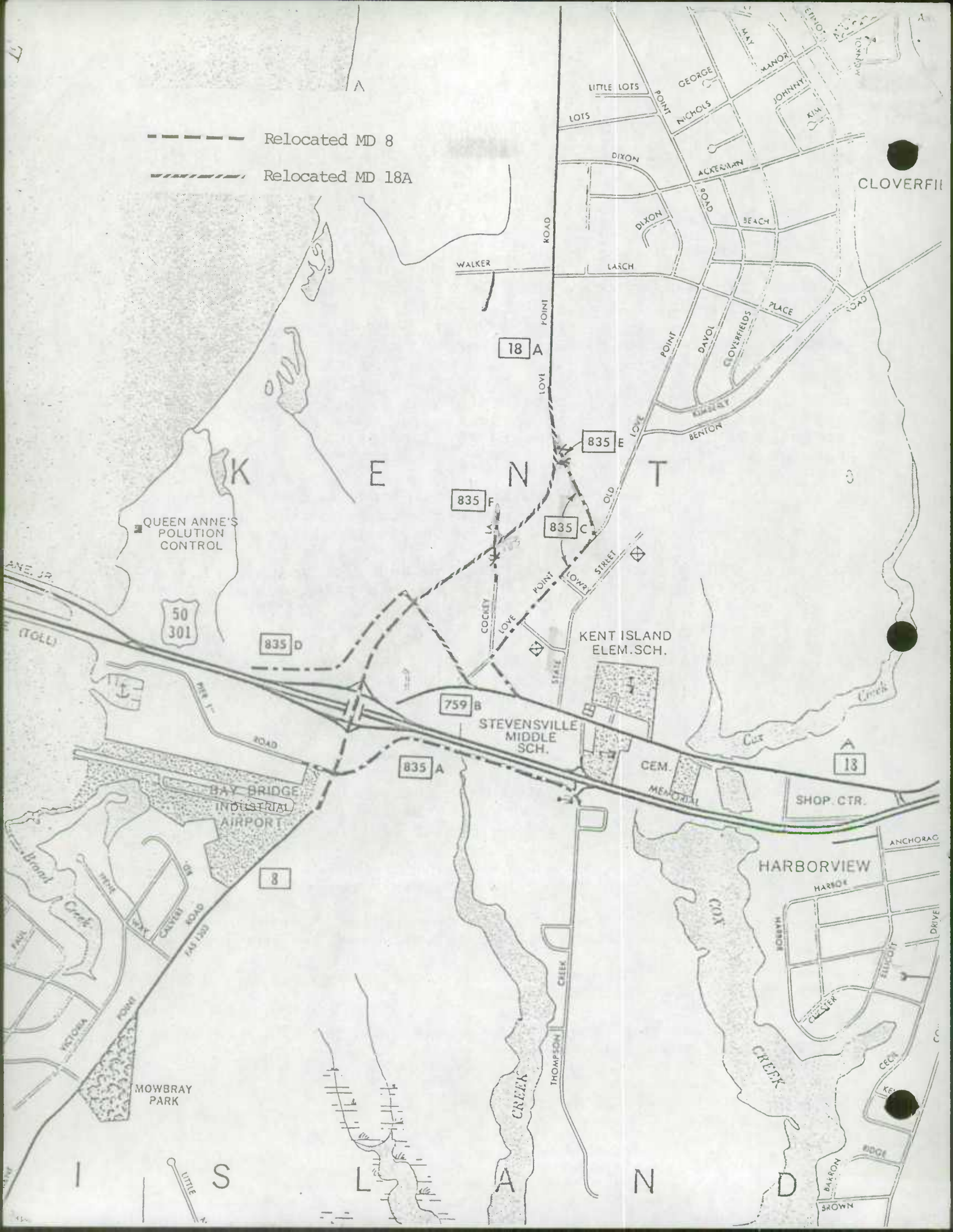
Should you have any questions or a need for additional information, please advise.

JTN:eld  
Attachments

My telephone number is 333-1369

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free  
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

----- Relocated MD 8  
----- Relocated MD 18A



DISTRIBUTION LIST

Mr. H. Kassoﬀ  
Mr. N. J. Pedersen  
Mr. J. Agro  
Mr. B. B. Myers  
Mr. J. M. Welsh  
Mr. C. E. Pyers  
Mr. E. S. Freedman  
Mr. T. Hicks  
Mr. J. L. White  
Mr. E. M. Loskot  
Mr. J. W. Williams  
Mr. R. J. Finck  
Mr. R. C. Davison  
Ms. R. W. Byron  
Mr. W. E. Ensor  
Mr. J. H. Tucker  
Mr. L. Brocato  
Mr. E. Chambers  
Mr. K. Oelmann  
Mr. L. Ege  
Mr. K. V. Dodson  
Mr. W. Slacum  
Mr. P. E. Becker ✓  
Mr. P. Perkins  
Mr. T. Watts  
Mr. C. Lee  
Mr. A. M. Capizzi  
Mr. R. C. Pazourek  
Mr. R. Weaver  
Mr. J. S. Koehn :  
Mr. J. Shea  
Mr. M. Munk  
Mr. W. R. Smith  
Mr. W. T. Gill  
Mr. R. Daff

19 508 501 272





FIC  
1986

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN  
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

August 5, 1986

Director Pedersen, Office of Planning and Preliminary Engineering, has approved the following route number designations for service roads recently constructed along US 50 in Queen Annes County.

MD 835A (Thompson Creek Service Road),  
from MD 8 easterly to Thompson Creek  
Road, a distance of +0.25 miles.

MD 835B (Jackson Creek Service Road),  
from Jackson Creek Lane to Jackson  
Creek Road, a distance of +0.22 miles.

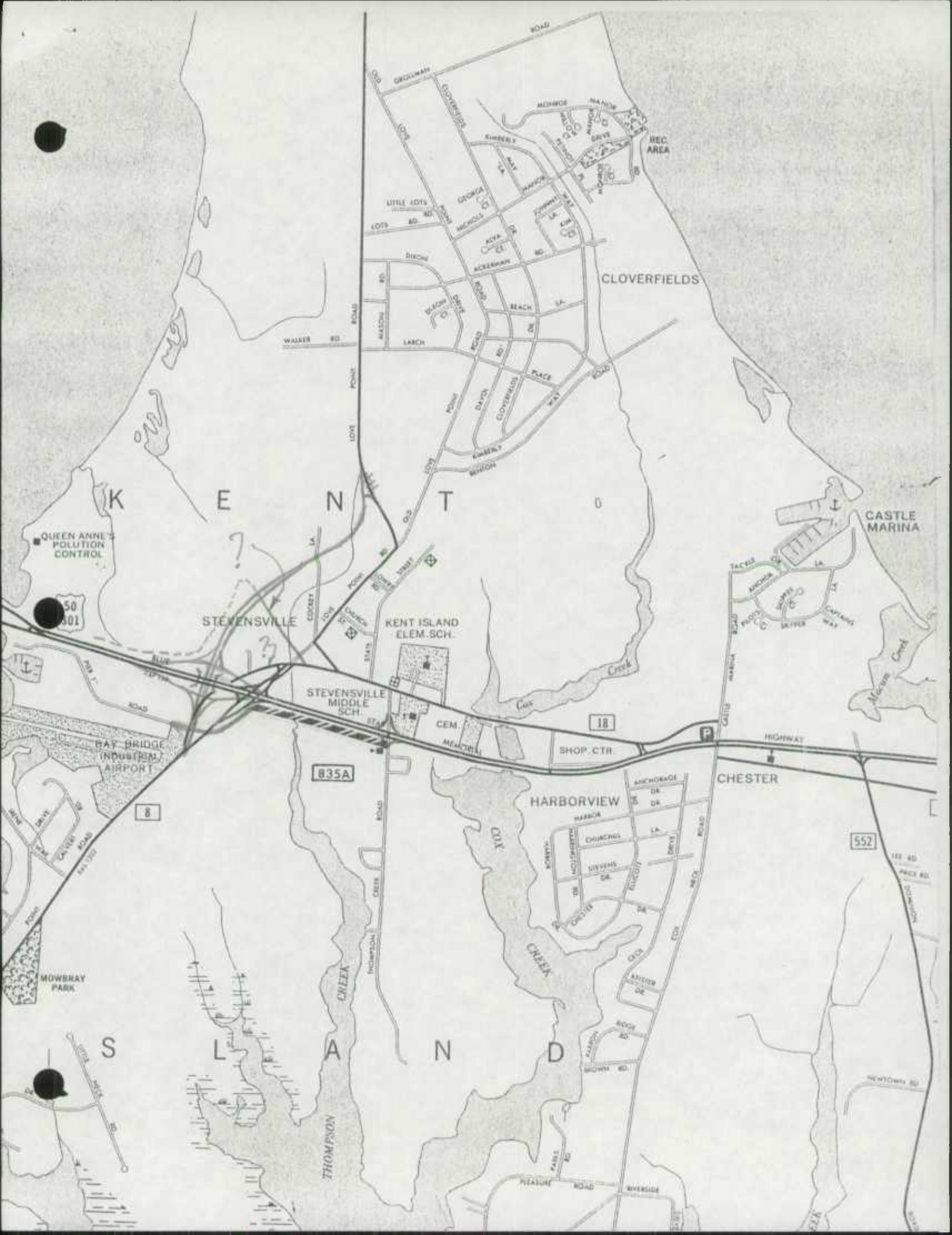
These route designations are being made for inventory purposes only, and will not be field posted. Maps indicating these road segments are enclosed.

Mr. J. A. Agro  
Mr. W. R. Clingan  
Mr. J. M. Welsh  
Mr. E. M. Loskot  
Mr. N. J. Pedersen  
Mr. J. W. Williams  
Mr. R. J. Finck  
Mr. J. L. White  
Mr. R. C. Davison  
Ms. R. W. Byron  
Mr. W. E. Ensor  
Mr. C. D. Sullivan  
Mr. R. S. Kiel  
Mr. J. T. Neukam  
Mr. E. Chambers

Mr. K. Oelmann  
Mr. L. Ege  
Mr. K. V. Dodson  
Secretary's File  
Mr. P. E. Becker  
Mr. E. S. Freedman  
Mr. T. Watts  
Mr. T. Hicks  
Mr. C. Lee  
Mr. A. M. Capizzi  
Mr. R. C. Pazourek  
Mr. R. Weaver  
Mr. J. S. Koehn  
Mr. J. Shea  
Mr. M. Munk







QUEEN ANNE'S  
POLLUTION  
CONTROL

50  
301

STEVENSVILLE

KENT ISLAND  
ELEM. SCH.

STEVENSVILLE  
MIDDLE SCH.

835A

CEM.

SHOP CTR.

18

CHESTER

552

HARBORVIEW

THOMPSON CREEK

CREEK

CASTLE  
MARINA

S

L

A

N

D

NEWTOWN RD

PLEASURE ROAD

RIVERSIDE

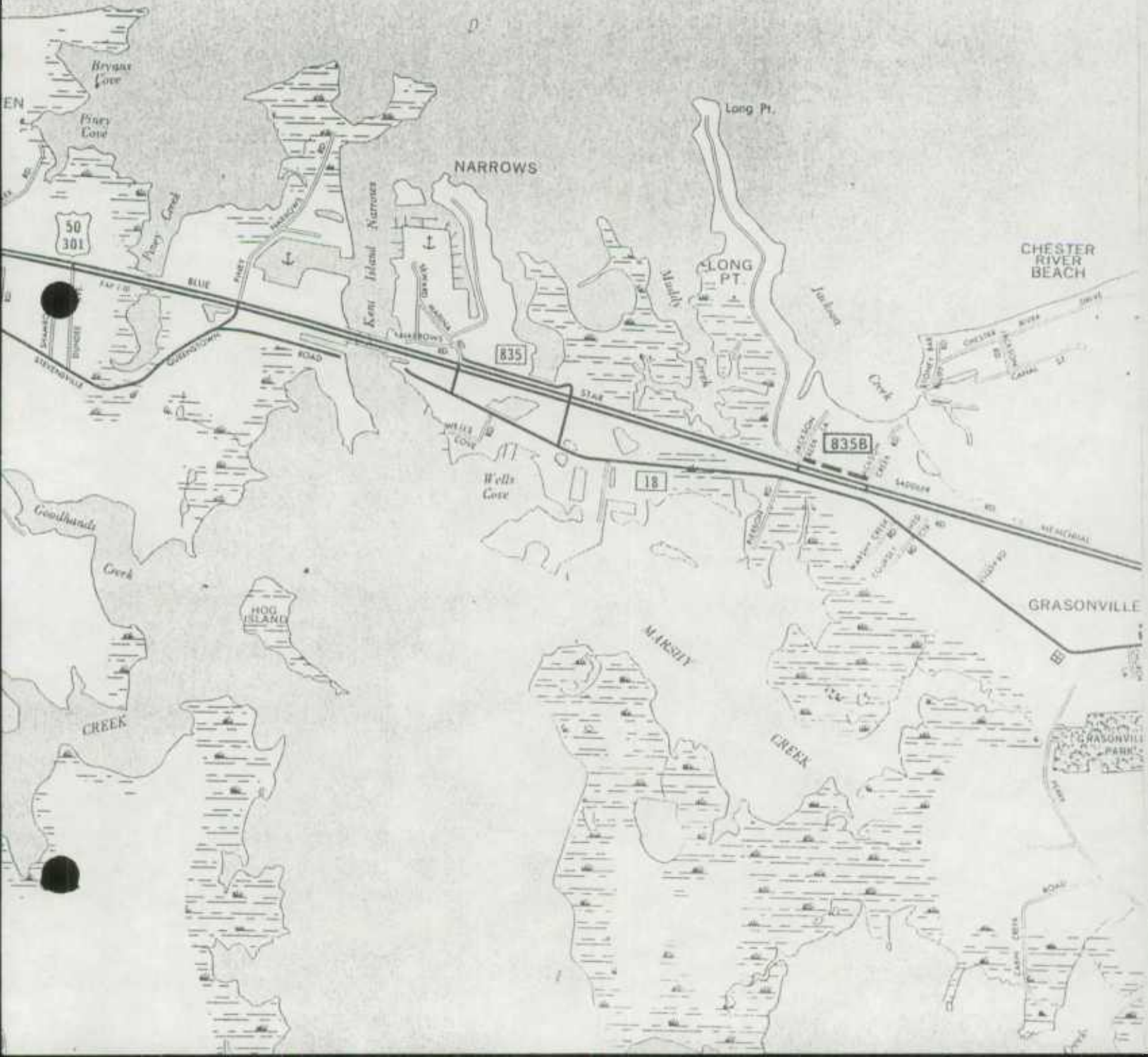
ELK

ELK



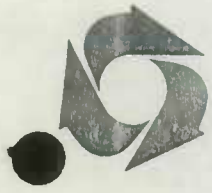
# H E S T E R

R I









# Maryland Department of Transportation

State Highway Administration

DAVIS

William K. Hellmann  
Secretary

Hal Kassoff  
Administrator

August 16, 1984

## MEMORANDUM

TO: Mr. James M. Wright  
Highway District Engineer  
District #2

FROM: John T. Neukam, Chief  
Bureau of Highway Statistics

SUBJECT: Maryland Routes 404 and 662  
Queen Annes County  
Route Redesignations

*John T. Neukam*

*JEE Drawing for  
Correct Numbering  
P.B.B.  
1/28/87*

In accordance with a request by Deputy Chief Engineer-Traffic Thomas Hicks and with the concurrence of the former Director, Office of Planning and Preliminary Engineering Hal Kassoff, the following route number changes are being made.

- Maryland Route 404 from US 50 southeasterly to Maryland Route 662 at Wye Mills has been redesignated as Maryland Route 662.
- Maryland Route 662 from Maryland Route 404 at Wye Mills northerly to US 50 has been redesignated as Maryland Route 213.

These changes will simplify signing at US 50 and Maryland Route 213 but, more importantly, would eliminate one of two intersections signed as US 50 and Maryland Route 404, thereby eliminating the potential for faulty direction, especially when responding to emergency situations.

For your convenience, we have attached a map segment indicating the new designations.

Should you have any questions or a need for additional information, please do not hesitate to contact this office.

JTN:GLS:bkm

Attachment

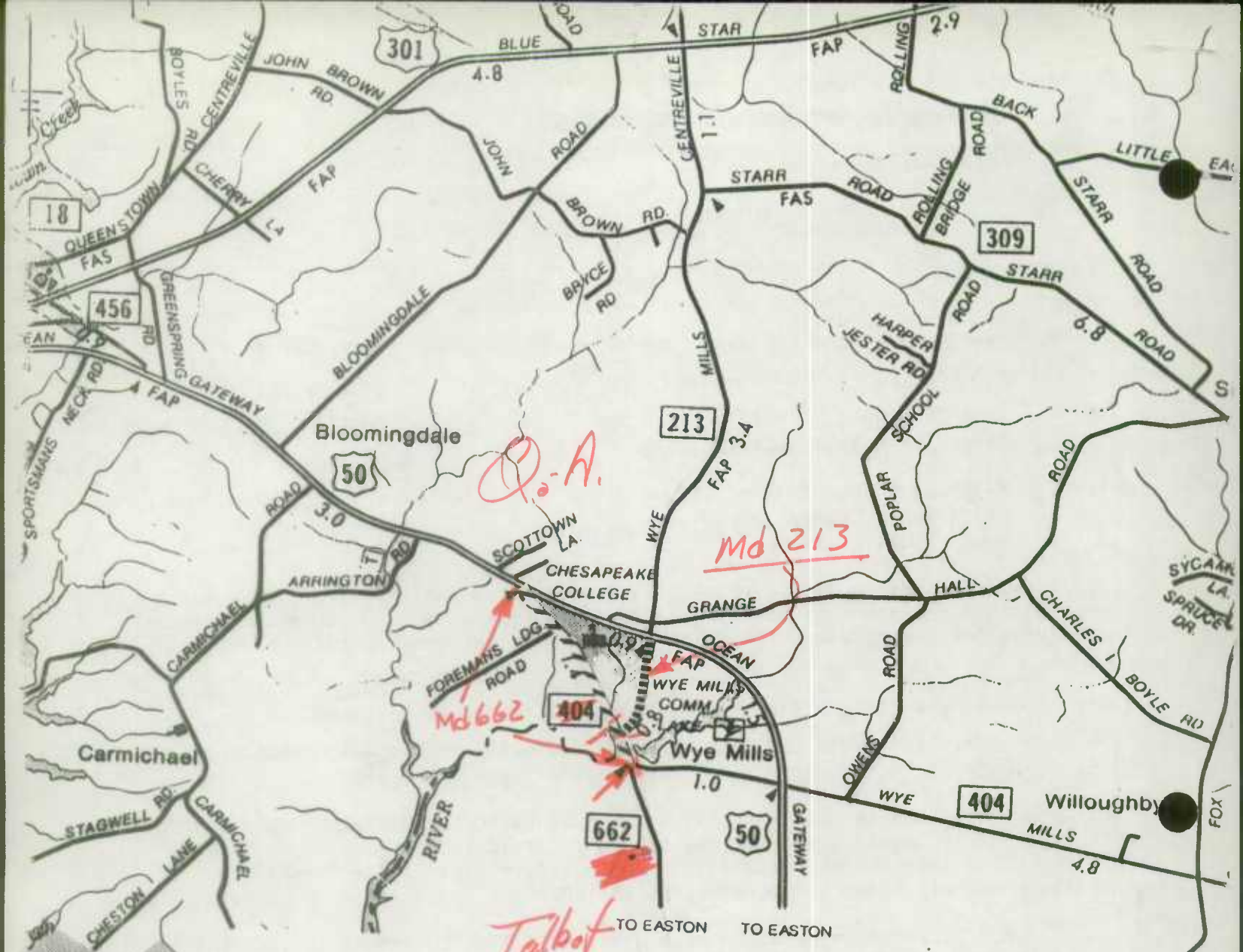
cc: Mr. H. Kassoff  
Mr. J. A. Agro  
Mr. G. E. Dailey  
Mr. E. M. Loskot  
Mr. N. J. Pedersen  
Mr. R. J. Finck  
Mr. L. Ege  
Mr. T. Hicks  
Mr. J. L. White  
Mr. R. C. Davison  
Mr. J. Shea  
Mr. J. W. Williams  
Mr. C. E. Turner

Ms. R. W. Byron  
Mr. E. W. Ensor  
Mr. K. V. Dodson  
Mr. P. E. Becker  
Mr. E. S. Freedman  
Mr. P. W. Jaworski  
Mr. C. Lee  
Mr. A. M. Capizzi  
Mr. R. C. Pazourek  
Mr. J. Koehn  
Mr. D. Ramsey  
Mr. R. S. Kiel

*Also changed:  
Q.A.:  
Md 404B → Md 662B  
Md 404 Sect 2  
(Re-did milepoints)*

My telephone number is 659-1369

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free  
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 • 0717



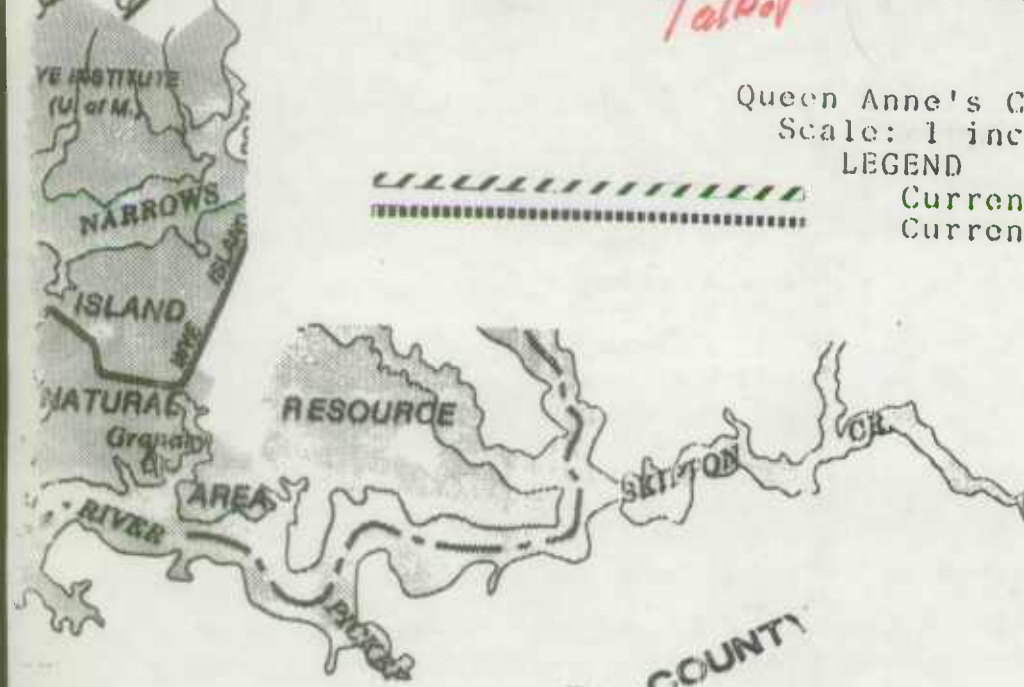
Queen Anne's County, Md.

Scale: 1 inch=1 mile

LEGEND

Currently MD 404-Proposed MD 662

Currently MD 662-Proposed MD 213





MEMORANDUM OF ACTION OF DIRECTOR HAL KASSOFF  
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

September 29, 1982

Director Kassoff, Office of Planning and Preliminary Engineering, executed an agreement dated September 28, 1982, between the State Highway Administration and Queen Annes County relative to the transfer by the Administration to the County of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement.

Maryland Route 18D from Maryland  
Route 18B to the end of SHA  
Maintenance at Kent Narrows.  
A total distance of  $\pm 0.36$  mile

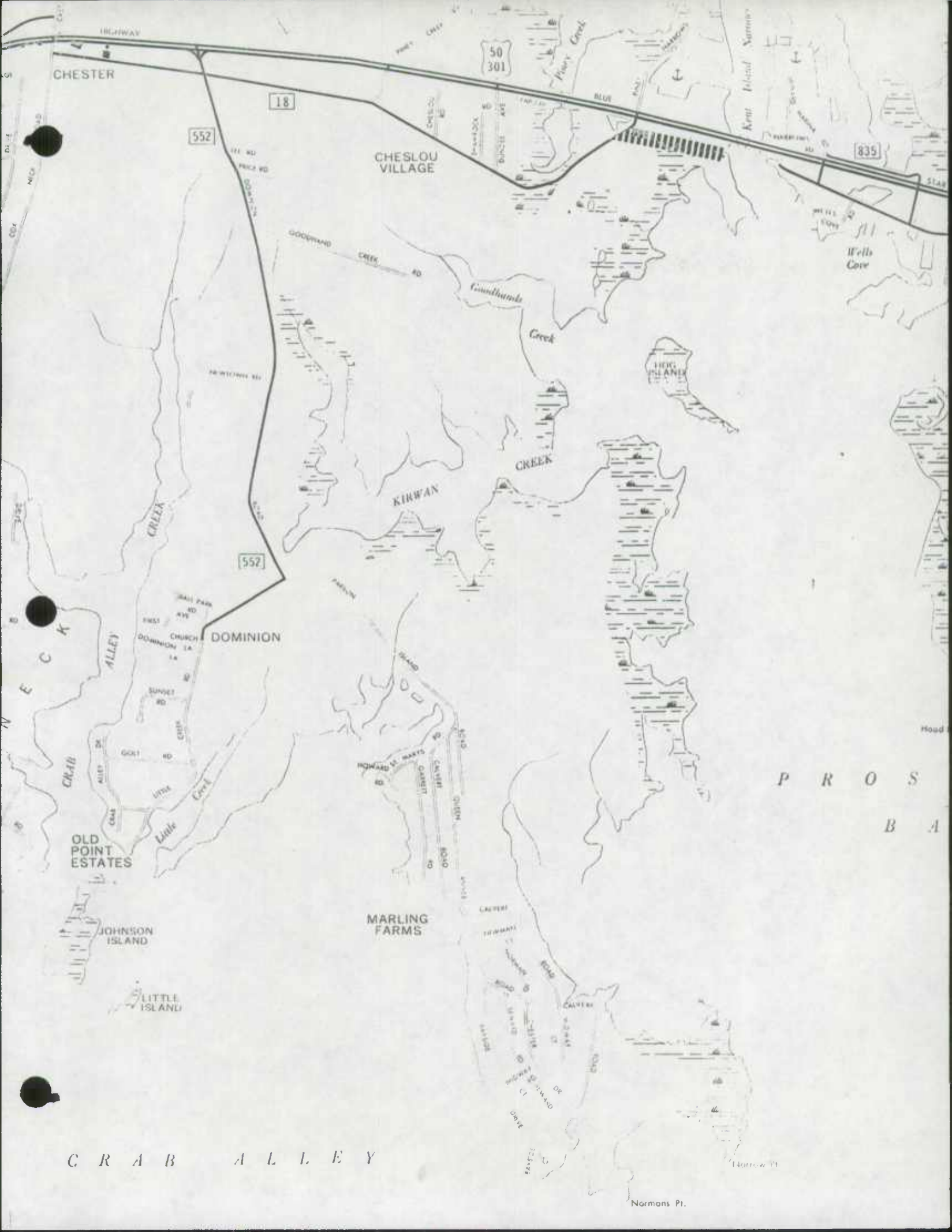
C. 526

Said agreement had previously been executed by the President of the Board of County Commissioners for Queen Annes County and approved as to form and legal sufficiency by Assistant Attorney General Norman Polski.

cc: Mr. F. Gottemoeller  
Mr. W. K. Lee, III  
Mr. C. T. Carter  
Mr. G. E. Dailey  
Mr. H. Kassoff  
Mr. J. M. Wright  
Mr. C. W. Reese  
Mr. J. L. White (2)  
Ms. R. W. Byron  
Mr. R. C. Davison

Mr. J. N. Day  
Mr. K. V. Dodson  
Mr. E. S. Freedman  
Mr. T. Hicks  
Mr. W. W. Knipple  
Mr. P. S. Jaworski  
Mr. C. Lee  
Mr. P. E. Becker  
Mr. E. M. Loskot  
Mr. R. C. Pazourek  
Mr. R. Weaver  
Secretary's File





CHESTER

18

50  
301

552

CHESLOU  
VILLAGE

835

Kent Island Narrows

Wells  
Cove

Goodlands  
Creek

CREEK

KIRWAN

552

DOMINION

CHURCH  
DOMINION LA

SUNSET  
RD

GOLF  
RD

Little  
Creek

OLD  
POINT  
ESTATES

JOHNSON  
ISLAND

LITTLE  
ISLAND

MARLING  
FARMS

P R O S

B A

C R A B A L L E Y

Normans Pt.





**Maryland Department of Transportation**

State Highway Administration

BM - pls send note/initials to  
K.O. to replace W.W.K.'s name  
with mine on this list.

- copy

G.S.

P.B. ✓

R.C.D.

William K. Hollmann  
Secretary

Hal Kassoff  
Administrator

MD 18-D

September 27, 1984

Road Transfer to the Board of County  
Commissioners for Queen Anne's County, Md.

Re: Md. Rte. 18D - from Md. Rte. 18B to  
end of State Highway Administration  
maintenance at Kent Narrows, a  
distance of  $\pm 0.36$  mile

File # 72374

The Board of County Commissioners for  
Queen Anne's County  
County Annex Building  
Banjo Lane  
Centerville, Maryland 21617

Dear Mr. Sallitt:

Personally presented herewith, in accordance with an agreement dated September 28, 1982, is a deed conveying from the State Highway Administration, State of Maryland, to the Board of County Commissioners for Queen Anne's County, Maryland, in fee simple 1.80 $\pm$  acres known as Md. Rte. 18D-from Md. Rte. 18B to end of State Highway Administration Maintenance at Kent Narrows, a distance of  $\pm 0.36$  mile and shown on S.H.A. plat #8101.

Please note: It is the responsibility of the Board of County Commissioners to have the deed recorded among the land records of Queen Anne's County.

It would be appreciated if the Commission would notify this office when recording is accomplished.

Thank you for your cooperation.

Respectfully,

Kurt Oelmann, Chief  
Special Acquisition Section

By \_\_\_\_\_  
Robert Deyo, Right of Way Agent

KO:RD:vs  
Attachment  
cc: Robert VandeVisser  
James Wright  
William Knipple  
File

My telephone number is 659-1630

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free  
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 • 0717





THIS AGREEMENT made this 28<sup>th</sup> day of September 19 82, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part, and Queen Annes County, Maryland hereinafter referred to as "County", party of the second part.

WHEREAS, under authority contained in Transportation Article Title 8-304 of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any State Highway, or portion thereof, with the governing bodies of the several political subdivisions of Maryland, for the purpose of reducing the cost of road maintenance, and the governing bodies of the several political subdivisions of Maryland are empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any County or Municipal road, or portion thereof, with the State Highway Administration of the Department of Transportation of Maryland, for the purpose of reducing the cost of road maintenance, and,

WHEREAS, it has been determined that the conveyance of the subject section of State Highway to the "County" will result in a reduction in the cost of road maintenance; and,

WHEREAS, the "Highway Administration" has agreed to transfer the hereinafter described section of road which heretofore was maintained by the "Highway Administration" to the "County", and the "County" has agreed to accept same as an integral part of the County Highway System.



NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of \$1.00 and good and valuable consideration, the receipt whereof is hereby acknowledged, the "Highway Administration" does hereby transfer unto the "County" and the "County" does accept from the "Highway Administration" jurisdiction over and responsibility for the maintenance of the following described section of State Highway for maintenance purposes, as part of the County Highway System.

Maryland Route 18D from Maryland Route 18B to the end of SHA Maintenance at Kent Narrows.

A total distance of  $\pm$  0.36 mile.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that the conveyance of the foregoing section of State road is subject to the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The foregoing mileage will be included in the inventory as of December 1st of the year following the date as set forth in Item 1 above.
3. The basis for the allocation of funds will include the additional  $\pm$  0.36 mile in the allocation to the County beginning July 1st of the year following the date as set forth in Item 2 above.
4. The transfer of said road is made on an as-is basis which pertains to the existing rights-of-way and to the existing condition of the road involved, including all appurtenances.
5. The "County" accepts jurisdiction over and responsibility for the maintenance of the said road as of the effective date of transfer.





IT IS FURTHER UNDERSTOOD AND AGREED that the Highway Administration will hereafter prepare a deed of conveyance for the above described section of "State" maintained highway to the "County" subject to the approval of the Board of Public Works of Maryland.

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first above written.

RECOMMENDED FOR APPROVAL:

*John T. Harkin*  
Chief, Bureau of Highway  
Statistics

THE STATE HIGHWAY ADMINISTRATION  
OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

*Mary E. Scharf*

By:

*Hal K...*  
Director, Office of Planning  
and Preliminary Engineering

Approved as to form and legal  
sufficiency this 28 day of

Sept, 19 82

RECOMMENDED FOR APPROVAL:

*Lawrence L. Morris*  
Director of Public Works

*Norman Balst*  
Assistant Attorney General

Queen Annes County, Maryland  
Board of County Commissioners

WITNESS:

*Linda A. Palmatary*

By:

*Vernon B. Sullivan*  
President

Approved as to form and legal  
sufficiency this \_\_\_\_\_ day of

\_\_\_\_\_, 19 \_\_\_\_.

*Paul E. Thompson*  
County Attorney

1034  
12-23

1034  
12-23



MEMORANDUM OF ACTION OF DIRECTOR, HAL KASSOFF  
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

August 13, 1980

Director Kassoff, Office of Planning and Preliminary Engineering, executed an Agreement, dated August 11, 1980, between the State Highway Administration and Queen Anne's County, relative to the transfer by the Administration to the County of the following described section of state constructed road, subject to the conditions more fully set forth in the agreement.

Md. 836A - from Md. 213 to Md. 213 north  
of Centreville.  
A total distance of 0.17+ mile.

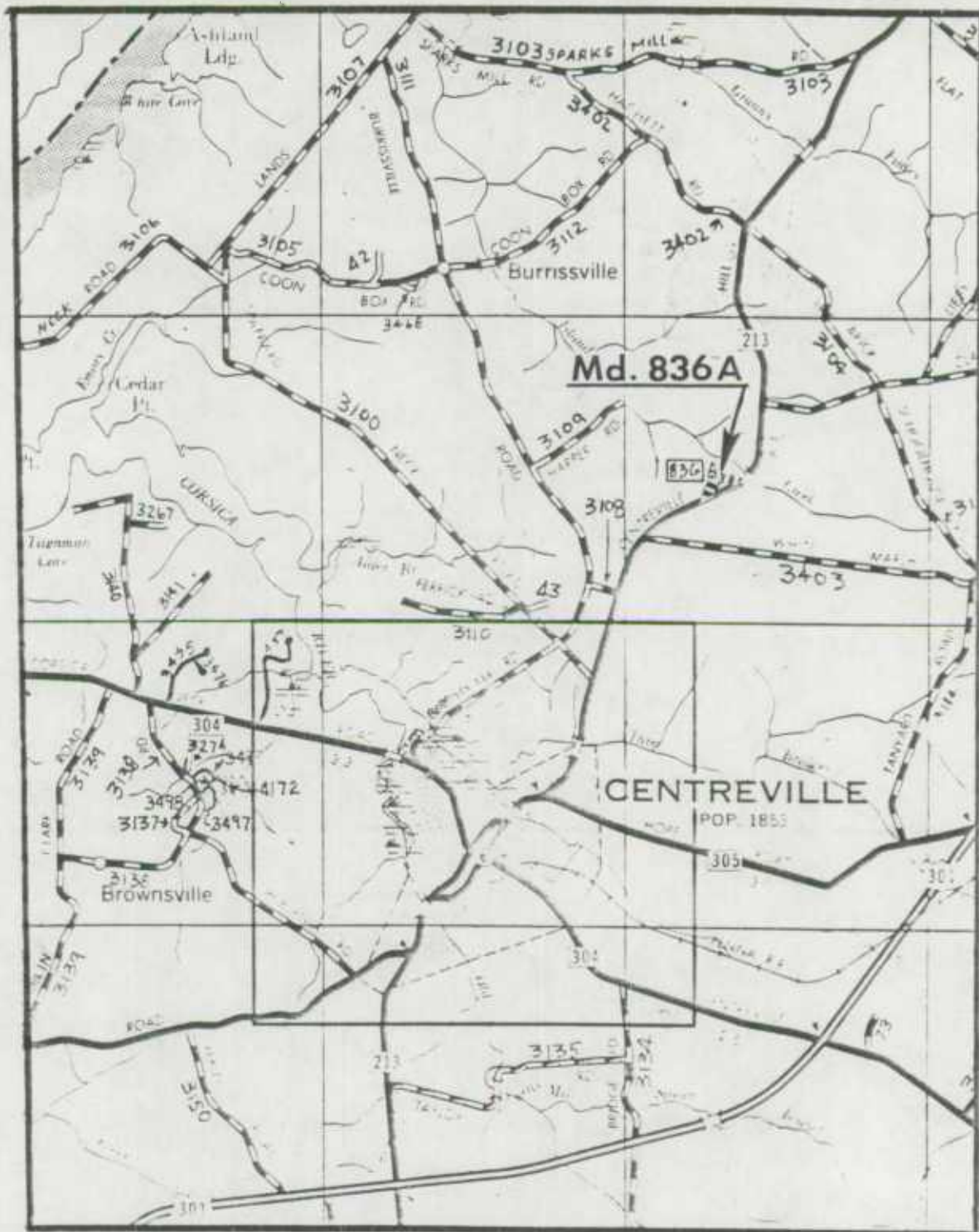
Said agreement had previously been executed by the President - Board of County Commissioners, Queen Anne's County and approved as to form and legal sufficiency by Assistant Attorney General, Norman Polski.

cc: Mr. F. J. Gottemoeller  
Mr. W. K. Lee, III  
Mr. W. F. Lins, Jr.  
Mr. A. L. Gardner  
Mr. H. Kassoff  
Mr. C. W. Reese  
Mr. J. M. Wright  
Mr. J. N. Day  
Mr. R. L. Daff  
Mr. R. C. Davison

Mr. E. S. Freedman  
✓ Mr. C. P. Hyatt (2) *Min*  
Mr. P. S. Jaworski  
Mr. A. T. Landon, Jr.  
Mr. C. Lee  
Mr. P. A. Milash  
Mr. R. C. Pazourek  
Mrs. E. K. Roche  
Mr. R. N. Spalding (2)  
Secretary's File (2)



## QUEEN ANNE'S COUNTY



Maryland Route 836-A from Md. 213 to Md. 213 north of Centreville, to be transferred from SHA to Queen Anne's County. A total distance of 0.17 mile.





THIS AGREEMENT made this 11<sup>th</sup> day of August, 1980 by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part and Queen Anne's County, Maryland, hereinafter referred to as "County", party of the second part.

WHEREAS, under authority contained in Transportation Article Title 8-304 of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any State Highway, or portion thereof, with the Governing Bodies of the several political subdivisions of Maryland, for the purpose of reducing the cost of road maintenance, and the Governing Bodies of the several Political Subdivisions of Maryland are empowered to enter into an agreement to transfer jurisdiction over and responsibility for the maintenance of any County or Municipal road or portion thereof, with the State Highway Administration of the Department of Transportation of Maryland for the purpose of reducing the cost of road maintenance; and,

WHEREAS, it has been determined that the conveyance of the subject section of State Highway to the County Road System will result in a reduction in the cost of road maintenance; and,

WHEREAS, the "Highway Administration", party of the first part, has agreed to transfer the hereinafter described section of road which heretofore was maintained by the "Highway Administration" to the "County", party of the second part, and the "County" has agreed to accept same as an integral part of the County Road System.





NOW THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of \$1.00 and good and valuable consideration, the receipt whereof is hereby acknowledged, the "Highway Administration" party of the first part does hereby transfer unto the "County" and the "County", party of the second part, does hereby accept from the "Highway Administration" jurisdiction over and responsibility for the maintenance of the following described section of State road for maintenance purposes, as part of the "County Road System".

Md. 836A - from Md. 213 to Md. 213 north  
of Centreville. A total distance  
of 0.17+ mile.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that the conveyance of the foregoing section of State road is subject to the following conditions:

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The foregoing mileage will be included in the County's road inventory as of December 1 of the year following the date as set forth in item 1 above.
3. The basis for the allocation of funds will include the additional 0.17+ mile in the allocation to the "County" beginning July 1 of the year following the date as set forth in item 2 above.
4. The transfer of said road is made on an as-is basis which pertains to the existing rights-of-way and to the existing condition of the road involved including all appurtenances and bridge structures.
5. The "County" accepts jurisdiction over and responsibility for the maintenance of the said road as of the effective date of transfer.

IT IS FURTHER UNDERSTOOD AND AGREED that the "Highway Administration", party of the first part, will hereafter prepare a deed of conveyance for the above described section of state maintained highway to the "County", party of the second part, subject to the approval of the State Highway Administration and the Board of Public Works of Maryland.



IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized the day and year first above written.

RECOMMENDED FOR APPROVAL:

John P. Smith  
Chief, Bureau of Highway Statistics

THE STATE HIGHWAY ADMINISTRATION  
OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

Mary Schaefer

By:

Hal Kane  
Director, Office of Planning  
and Preliminary Engineering

Approved as to form and legal  
sufficiency this 11 day of  
August, 19 50.

Thomas R. Bell  
Assistant Attorney General

RECOMMENDED FOR APPROVAL:

BOARD OF COUNTY COMMISSIONERS  
QUEEN ANNE'S COUNTY, MARYLAND

John A. Palmer  
Director of Public Works

WITNESS:

John A. Palmer

By:

Leon L. Smith  
President

Approved as to form and legal  
sufficiency this 5<sup>th</sup> day of  
August, 19 50.

Robert E. Thompson  
County Attorney





MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR JAMES J. O'DONNELL  
TUESDAY, MARCH 20, 1973

\* \* \*

Acting Administrator O'Donnell executed triplicate copies of agreement dated January 31, 1973, between the Trustees for Penn Central Transportation Company, The Delaware Railroad Company and the State Highway Administration, whereby the Railroads grant to the State certain rights, as more fully outlined in the agreement, in connection with the widening and improvement of Md. 302 between U. S. 301 and Md. 313 in Queen Anne's County, Contract Q-482-6-271.

Said agreement had been executed previously on behalf of the Railroads, approved by Chief Engineer Woodford and approved as to form and legal sufficiency by Administrative Special Attorney Sfekas.

Copy: Mr. W. E. Woodford, Jr.  
Mr. L. E. McCarl  
Mr. H. G. Downs  
Mr. H. H. Bowers  
Mr. J. M. Wright  
Mr. R. J. Hajzyk  
Mr. P. R. Miller  
Mr. W. L. Shook  
Mr. W. F. Lins, Jr.  
Mr. R. C. Pazourek

Mr. W. A. Jordan  
Mr. R. H. Trainor  
Mr. T. Hicks  
Mr. E. J. Dougherty  
Mr. T. L. Cloonan ✓  
Mr. E. K. Lloyd  
Mr. H. B. Felter  
Secretary's File  
SHA-Queen Anne's County file  
Contract Q-482-6-271

RECEIVED

MAR 23 1973

BUREAU OF  
HIGHWAY STATISTICS

DECEMBER 1964

Clide  
For your info  
see that Tom C  
gets copy Geo.

Queen  
Annes

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER  
THURSDAY, SEPTEMBER 9, 1971

\*\*\*

Administrator Fisher approved recommendation by Chief Engineer Woodford for application to AASHO as follows:

1. Re-designate existing U. S. Route 213, from U. S. Route 50 at Wye Mills to U. S. Route 40 at Elkton, as Md. Route 213.
2. Re-designate existing Md. Route 280, from U. S. Route 40 at Elkton to Pennsylvania State Line, as Md. Route 213.

RECEIVED

SEP 17 1971

BUREAU OF  
HIGHWAY STATISTICS

Copy: Mr. D. H. Fisher  
Mr. W. E. Woodford, Jr.  
Mr. C. P. Hyatt  
Mr. L. F. McCarl  
Mr. G. W. Cassell ✓  
Mr. M. M. Brodsky  
Mr. J. M. Wright  
Mr. I. Hicks  
Mr. G. N. Lewis, Jr.  
SHA-Name Designations file  
SHA-Cecil County file

US 213  
Md 213  
H

Page 10  
Date 1





Clide  
For your info  
see that Tom C  
gets copy Geo

Queen  
Annes

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER  
THURSDAY, SEPTEMBER 9, 1971  
\*\*\*

Administrator Fisher approved recommendation by Chief Engineer Woodford for application to AASHO as follows:

1. Re-designate existing U. S. Route 213, from U. S. Route 50 at Wye Mills to U. S. Route 40 at Elkton, as Md. Route 213.
2. Re-designate existing Md. Route 280, from U. S. Route 40 at Elkton to Pennsylvania State Line, as Md. Route 213.

RECEIVED

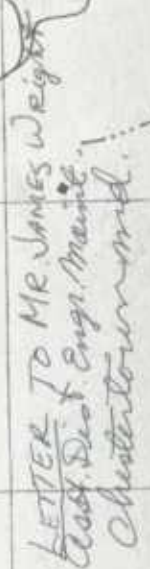
SEP 17 1971

BUREAU OF  
HIGHWAY STATISTICS

- Copy: Mr. D. H. Fisher  
Mr. W. E. Woodford, Jr.  
Mr. C. P. Hyatt  
Mr. L. F. McCarl  
Mr. G. W. Cassell ✓  
Mr. M. M. Brodsky  
Mr. J. H. Wright  
Mr. T. Hicks  
Mr. G. N. Lewis, Jr.  
SHA-Name Designations file  
SHA-Cecil County file

1000  
1000

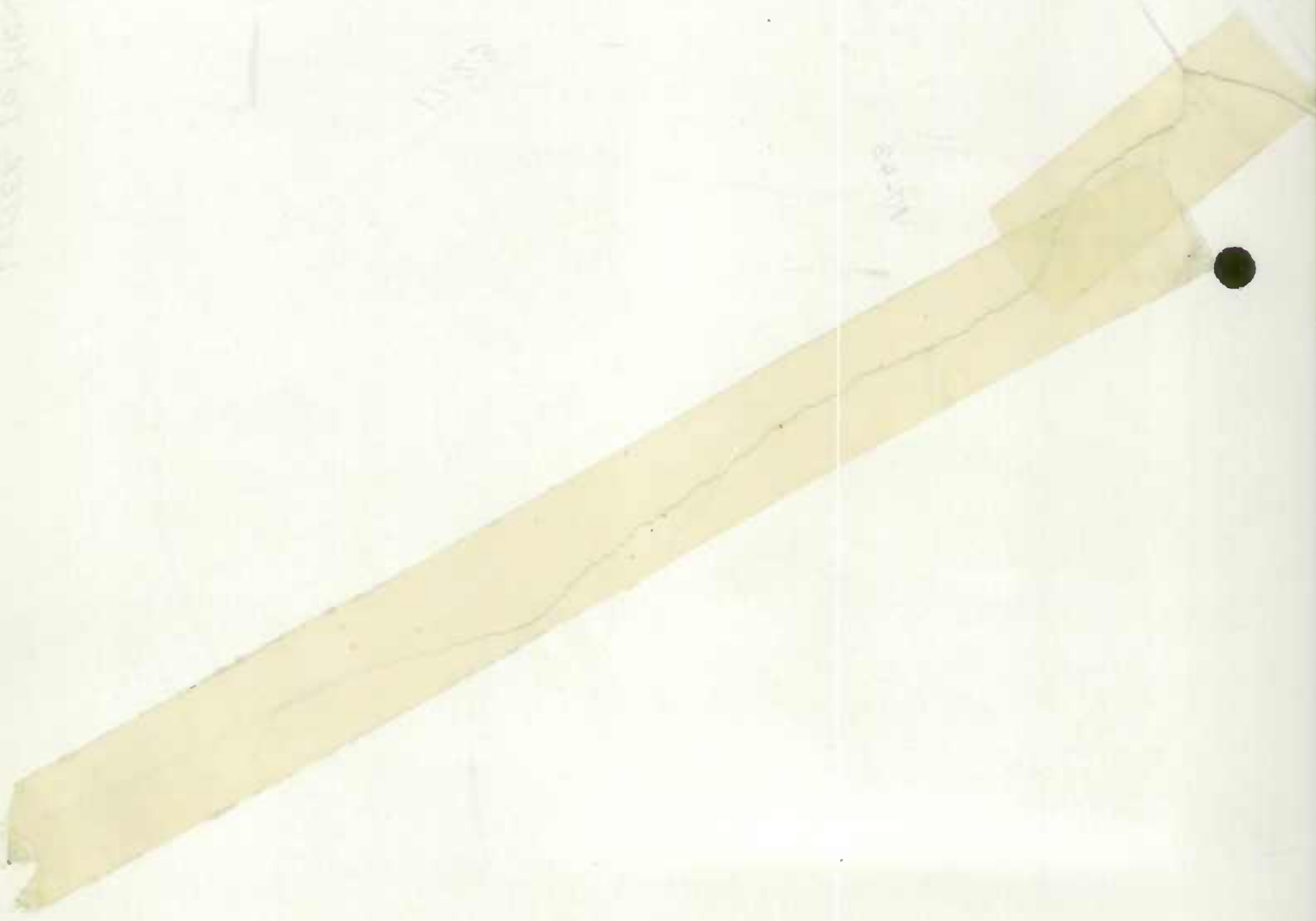
二



to the south of 1000 ft  
from the top of the hill  
the water is very

1700 ft

1800 ft





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, MAY 10, 1967

\*\*\*

On motion of Mr. Brinsfield, seconded by Mr. Evans, Special Assistant Attorney General Buscher was authorized to name and head a committee to arrange ceremonial details and plaque installation in connection with the renaming and dedication of the Chesapeake Bay Bridge as the William Preston Lane Memorial Bridge. Mr. Buscher was requested to report to the Commission as such arrangements progress.

William Preston Lane  
Memorial Bridge  
(Chesapeake Bay Bridge)

Copy: Mr. J. D. Buscher  
Mr. A. S. Cordon  
Mr. W. F. Bender  
Mr. W. E. Woodford, Jr.  
Mr. G. W. Cassell ✓  
Mr. C. W. Reese  
SEC-Name Designations file  
C.B.B.-General  
C.B.B.-Binder



RECEIVED

JAN 20 1963

PLANNING & PROGRAMING

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND  
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK  
TUESDAY, JANUARY 15, 1963  
\* \* \*

Chairman and Director Funk executed triplicate copies of agreement dated December 5, 1962, by and between The Baltimore and Eastern Railroad Company, a body corporate, party of the first part, therein called "Railroad," and the State Roads Commission of Maryland, acting for and in behalf of the State of Maryland, party of the second part, therein called "Commission," wherein the Railroad, insofar as it has the right so to do, grants to the Commission an easement for highway purposes through the property of the Railroad (as shown on SRC Plat #27227) to carry reconstructed U. S. Route 213 across the present single track of Railroad at grade at Highway Station 35+63.88, in connection with the improvement of U. S. Route 301 south of Centreville to U. S. Route 50 north of Wye Mills, in Queen Anne's County, Maryland, Contract Q-408-1-220, subject to the terms and conditions more fully set forth therein.

Said agreement had previously been executed on behalf of the Railroad, approved as to form and legal sufficiency by Special Attorney C. C. Seymour and approved by Chief Engineer D. H. Fisher.

Copy: Mr. D. H. Fisher  
Mr. C. A. Goldeisen  
Mr. L. E. McCarl  
Mr. M. D. Philpot (2)  
Mr. C. R. Sharretts (2)  
Mr. H. G. Downs (4)  
Mr. M. M. Brodsky  
Mr. L. C. Moser (2)  
Mr. H. C. Bowers  
Mr. G. W. Cassell ✓

Mr. A. L. Grubb  
Mr. G. N. Lewis, Jr. (8)  
Mr. E. K. Lloyd  
Mr. G. B. Chaires  
Mr. F. P. Scrivener  
Mr. C. S. Linville  
Secretary's File  
SRC-Queen Anne's County  
Contract Q-408-1-220

RECEIVED  
JAN 20 1953

PLANNING & PROGRAMMING

MEMORANDUM FOR THE DIRECTOR, FEDERAL BUREAU OF INVESTIGATION  
SUBJECT: [Illegible]  
DATE: [Illegible]

[Illegible text block containing several paragraphs of a memorandum, likely detailing an investigation or report.]

[Illegible text block, possibly a signature or distribution list.]

[Illegible list of names and titles, possibly a distribution list.]

[Illegible list of names and titles, possibly a distribution list.]



THIS AGREEMENT, executed in triplicate, made and entered into this 5<sup>th</sup> day of December, 1962, by and between THE BALTIMORE AND EASTERN RAILROAD COMPANY, a body corporate, party of the first part, hereinafter sometimes called "Railroad", and the STATE ROADS COMMISSION OF MARYLAND, acting for and in behalf of the State of Maryland, party of the second part, hereinafter sometimes called "Commission", witnesseth:

WHEREAS, Commission proposes to reconstruct U. S. Route 213 from U. S. Route 301, South of Centreville to U. S. Route 50, north of Wye Mills in Queen Anne County, Maryland, and

WHEREAS, the reconstruction of U. S. Route 213, as planned, will cross the present single track of Railroad at grade at Highway Station 35+63.88, and require the reconstruction and maintenance of highway-railroad grade crossing, and

WHEREAS, Railroad is willing to permit the reconstruction and maintenance of grade crossing upon the terms and conditions hereinafter set forth, and

WHEREAS, the parties hereto understand that, pursuant to legislation by the Federal Government, funds have been or will be authorized and allocated by the Bureau of Public Roads for said project, which will be constructed to minimum Federal and Commission standards as a Federal Aid Project.

NOW, THEREFORE, this Agreement witnesseth that for and in consideration of One Dollar (\$1.00), paid by the Commission to the Railroad, receipt whereof is hereby acknowledged, the parties do hereby agree as follows:

1. Railroad, at Commission's expense, shall prepare and rehabilitate its track for the said highway improvement, which work shall, in general, involve renewing, if necessary, the ties and rails, installing flangeway guards, if used, cribbing out the ballast between and under ties and substituting stone ballast from 18 inches below the ties to top of the to the paving



by the Commission's Contractor in vicinity of the rails, and shall also, at Commission's expense, relocate, change or alter such telephone, telegraph and signal lines, as well as other Railroad facilities, as may be necessary to accommodate the project. Railroad, at its expense, shall thereafter maintain, repair and renew its said facilities.

2. Commission, at its expense, shall construct and maintain, except work which the Railroad is to perform and maintain, the entire highway improvement in accordance with plans and specifications prepared by the Commission and approved by the Railroad, which are made a part hereof by reference thereto, including the grouting of ballast, installing screening base course and paving between and in vicinity of the rails.

3. Railroad, insofar as it has the right so to do, hereby grants to the Commission, without monetary consideration, an easement for highway purposes through property of the Railroad as shown on Commission's Plat No. 27227, attached hereto and made a part hereof.

4. Any work not specifically provided for herein shall be done by one of the parties hereto as may be mutually agreed upon from time to time during progress of the work.

5. Commission, at its expense shall, without previous notice from Railroad, maintain, repair and renew the entire highway crossing, including but not limited to the sub-surface and paving on and about the track of Railroad, as well as approaches, drains and other facilities, keeping the crossing, approaches and all appurtenances in a good and safe manner as not to jeopardize, impede or interfere with the full, free and safe use, operation and enjoyment by Railroad of its railroad and property. If, however, it is necessary at any time to perform any work in respect to the highway sub-surface of that part of the crossing between the rails or immediately adjacent thereto, Commission shall notify Railroad thereof, in writing, and Railroad, at the expense of Commission, shall perform such work. It is understood and agreed between the parties hereto that if the highway facilities are damaged due to the operation of the Railroad, same will be restored at the expense of the Railroad; if, however, the Railroad facilities are damaged due to the operation of the highway, the Commission will cause same to be restored at no cost to the Railroad.







6. Before Commission or its contractor performs any work at the crossing, or on the highway improvement affecting the Railroad, reasonable advance written notice shall be given to the Regional Manager of Railroad or his representative, which notice shall not, however, be less than twenty-four (24) hours; provided, in case of emergency a notice may be given in such manner and at such time as shall be reasonably applicable to the situation. The work shall be performed at such time, in such manner, and with such materials as shall be satisfactory to the Regional Manager of Railroad or his representative. Following performance of any work by Commission or its contractor, Commission shall do, or cause contractor to do, all things necessary to restore the property and right of way of Railroad to an adequate and proper condition in accordance with good engineering practices.

7. In the course of any work performed by Commission or the contractor, Commission shall, in addition to any necessary and appropriate precautions, furnish or cause contractor to furnish any necessary, qualified watchmen to warn workmen or other persons about the work or the approach of any train or moving equipment upon the track of Railroad and to keep all workmen or other persons, equipment and materials a safe distance from the track (including any power, communication and signal wires) so that there will be no contact with trains, rolling equipment or wires. If Railroad deems it desirable, in the judgment of the Regional Manager, it may furnish any necessary watchmen, flagmen, track foremen, or such other employees as may be deemed necessary to insure the safety of the Railroad during work by the contractor at the crossing or highway improvement, the cost of whom shall be paid by the Commission.

8. Each party shall in carrying out the work provide the necessary engineering and inspection. Commission shall reimburse the Railroad for all such cost incurred by it.

9. Before any work on the project is commenced, the Commission agrees to require its contractor to procure the following kinds and amounts of insurance and keep same in full force and effect until all work required for the construction of the improvement has been completed and accepted:



## INSURANCE

### (A) CONTRACTOR'S PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE -

Limits not less than \$200,000/500,000 for Bodily Injury and \$100,000/300,000 for Property Damage.

### (B) CONTRACTOR'S PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE -

If any part of the work is to be performed by a sub-contractor, the prime Contractor shall carry in his own behalf insurance of the same limits as set forth in paragraph (A).

### (C) RAILROAD PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE -

Limits not less than \$200,000/500,000 for Bodily Injury and \$100,000/300,000 for Property Damage. This policy shall name THE BALTIMORE AND EASTERN RAILROAD COMPANY ~~and THE PENNSYLVANIA RAILROAD COMPANY~~ as "The Insured" to comply with the Standard Uniform Policy for Railroad Protective Liability and Property Damage Liability Insurance developed and adopted in 1958 by the A.A.S.H.O. - A.A.R.

The original of Policy (C) and certificates of (A) and (B) must be furnished to and approved by the Railroad. Contractor will not be permitted on Railroad property until Insurance Policy (s) have been approved. Policies, Certificates of Insurance, Notices of Cancellation, etc., are to be sent by the Contractor direct to the Engineering Officer of the Railroad. The Contractor and his insurance representative must reconcile all policy requirements to the satisfaction of the Railroad and the Commission.

10. (a) The Commission will reimburse the Railroad for all costs and expenses for work and services performed hereunder by the Railroad growing out of or in connection with the project covered hereby in accordance with Federal rules and regulations set forth in the Bureau of Public Roads Policy and Procedure Memorandum 30-3, dated August 15, 1955, entitled "Reimbursement for Railroad Work", and amendments thereto. If any of the cost and expense incurred by the Railroad is not eligible for payment from Federal funds, the Commission will reimburse the Railroad therefor.

(b) The Commission shall reimburse the Railroad monthly for the actual cost of work performed by the Railroad. The Railroad's claim for reimbursement from the Commission for the work performed by







the Railroad during any month shall be filed with the Commission not later than the twenty-fifth day of the succeeding month, and shall be paid by the Commission within thirty (30) days thereafter.

11. In the event the highway is vacated in the future, these rights or easements shall cease and terminate as if they had never been granted, and Commission, at its expense, shall, upon written notice from Railroad, promptly remove the crossing and restore the premises of Railroad to their original condition.

12. This Agreement shall inure to and be binding upon the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in triplicate by their proper officers duly authorized, the day and year first above written.

ATTEST:-

BALTIMORE AND EASTERN RAILROAD COMPANY

*[Signature]*  
ASSISTANT SECRETARY

By *[Signature]*  
Vice President

ATTEST:

STATE ROADS COMMISSION OF MARYLAND

*[Signature]*  
Secretary

By *[Signature]*  
Chairman and Director of Highways

APPROVED:

*[Signature]*  
Chief Engineer-State Roads Commission

Approved as to form and legal sufficiency this 8<sup>th</sup> day of

Jan, 1962

*[Signature]*  
Special Assistant Attorney General  
of Maryland

APPROVED AS TO FORM  
*[Signature]*  
ASSISTANT GENERAL COUNSEL



STATE OF MARYLAND  
~~NOTARY PUBLIC FOR PENNSYLVANIA~~  
~~COUNTY OF~~ CITY OF BALTIMORE

} ss.:

I HEREBY CERTIFY that on this 5<sup>th</sup> day of December, 1967, before me, the subscriber, a Notary Public of the Commonwealth of Pennsylvania, in and for the County aforesaid, personally appeared G. M. Smith, Vice President of THE BALTIMORE AND EASTERN RAILROAD COMPANY, and acknowledged the foregoing Agreement to be the corporate act and deed of the said The Baltimore and Eastern Railroad Company.

AS WITNESS my hand and Notarial Seal.

Robert L. Knight  
Notary Public

My Commission Expires

May 6, 1963

STATE OF MARYLAND  
CITY OF BALTIMORE

} ss.:

I HEREBY CERTIFY that on this 4<sup>th</sup> day of January, 1963, before me, the subscriber, a Notary Public of the State of Maryland, in and for Baltimore City, personally appeared John B. Funk, Chairman and Director of Highways, for the STATE ROADS COMMISSION OF THE STATE OF MARYLAND, and acknowledged the foregoing Agreement to be the act and deed of the State Roads Commission of the State of Maryland, acting for the State of Maryland.

AS WITNESS my hand and Notarial Seal.

Harry J. Stark  
Notary Public

My Commission Expires

May 6, 1963





Copy: Mr. A. S. Gordon (2)  
Mr. D. H. Fisher  
Mr. W. E. Woodford, Jr.  
Mr. R. J. Hajzyk  
Mr. C. A. Goldeisen  
Mr. L. E. McCarl  
Mr. G. B. Chaires  
Mr. F. P. Scrivener  
Mr. L. C. Moser (3)  
Mr. G. N. Lewis, Jr. (8)  
Mr. C. L. Wannan  
Mr. H. G. Downs (4)  
Mr. A. L. Grubb

Mr. E. K. Lloyd  
Mr. M. D. Philpot (2)  
Mr. C. R. Sharretts (2)  
Mr. F. V. Dreyer  
Mr. Charles Lee  
Mr. G. W. Cassell  
Mr. J. E. Gerick  
Mr. E. D. Reilly  
Records & Research Section, R/W Div.  
County Commrs. of Queen Anne's County (3)  
Secretary's File  
SRC-Queen Anne's County  
Contract Q-399-221

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND  
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK  
WEDNESDAY, NOVEMBER 7, 1962  
\* \* \*

Chairman and Director Funk executed on behalf of the Commission duplicate copies of agreement dated November 7, 1962, regarding the transfer to the County Commissioners of Queen Anne's County of a Service Road lying between station 541+23 right and station 548+62 right, containing approximately 0.85 acres, as follows:

"THIS AGREEMENT, made this day of November 7, 1962, by and between the State Roads Commission of Maryland, hereinafter referred to as the 'Commission,' party of the first part, and the County Commissioners of Queen Anne's County, Maryland, hereinafter referred to as the 'County Commissioners,' party of the second part.

WHEREAS, under the authority contained in Section 79 of Article 89B of the Annotated Code of Maryland (1957 Edition), the Commission is empowered to transfer State highways or portions thereof to the governing bodies of the several counties of Maryland, for maintenance purposes, and

WHEREAS, the County Commissioners have requested the transfer to them of that section of highway hereinafter described and have agreed to accept same as a part of the County road system.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: That for and in consideration of the sum of One (\$1.00) Dollar, and other good and valuable considerations, the receipt whereof is hereby acknowledged, the said Commission, party of the first part, does hereby transfer unto the County Commissioners, party of the second part, all right, title and interest it may have in and to that section of the Service Road lying between station 541+23 right and station 548+62 right, containing 0.85 acres more or less and shown by outline shading on State Roads Commission Plat No. 27570, attached hereto and made a part hereof.

BEING part of the land which by deed dated July 28, 1960 and recorded among the Land Records of Queen Anne's County in Liber 55, folio 584 was conveyed by Hiram B. Hammond, et al, to the State of Maryland, to the use of the State Roads Commission of Maryland.

TOGETHER with any and all structures, privileges, easements, rights and appurtenances thereunto belonging or in anywise appertaining.

*This is a relocation & extension of Co. Rd 127  
on North Side of US 50 W. of US 213  
See attached R/W PLAT*



11/7/62

IT IS UNDERSTOOD AND AGREED: That the foregoing transfer of said section of highway is made upon condition that the County Commissioners will maintain the same as a part of the County road system. In the event the County Commissioners cease to use the aforesaid section of highway as a public road, then the property herein transferred will revert to the State Roads Commission as if these presents had never been executed.

IN CONSIDERATION of the foregoing, the County Commissioners by the execution of these presents do formally accept the transfer of the aforesaid section of highway into the County road system, upon the terms and conditions named.

IN WITNESS WHEREOF, the parties have caused these presents to be executed in duplicate by their proper officers thereunto duly authorized the day and year first above written.

## STATE ROADS COMMISSION OF MARYLAND

ATTEST:

(Sgd.) C. R. Pease  
Secretary

APPROVED:

(Sgd.) David H. Fisher  
Chief Engineer

ATTEST:

(Sgd.) Frances C. Legg  
Chief Clerk to the Board of  
County Commissioners"

By (Sgd.) John B. Funk  
Chairman and Director of Highways

Approved as to form and legal sufficiency

(Sgd.) C. C. Seymour  
Special Attorney

## COUNTY COMMISSIONERS OF QUEEN ANNE'S COUNTY

By (Sgd.) S. Grayson Chance  
President

It is the policy of the County to maintain the highway in good condition and to provide for the safety and convenience of the traveling public. The County has a duty to provide for the safety and convenience of the traveling public and to maintain the highway in good condition. The County has a duty to provide for the safety and convenience of the traveling public and to maintain the highway in good condition.

The County has a duty to provide for the safety and convenience of the traveling public and to maintain the highway in good condition. The County has a duty to provide for the safety and convenience of the traveling public and to maintain the highway in good condition. The County has a duty to provide for the safety and convenience of the traveling public and to maintain the highway in good condition.

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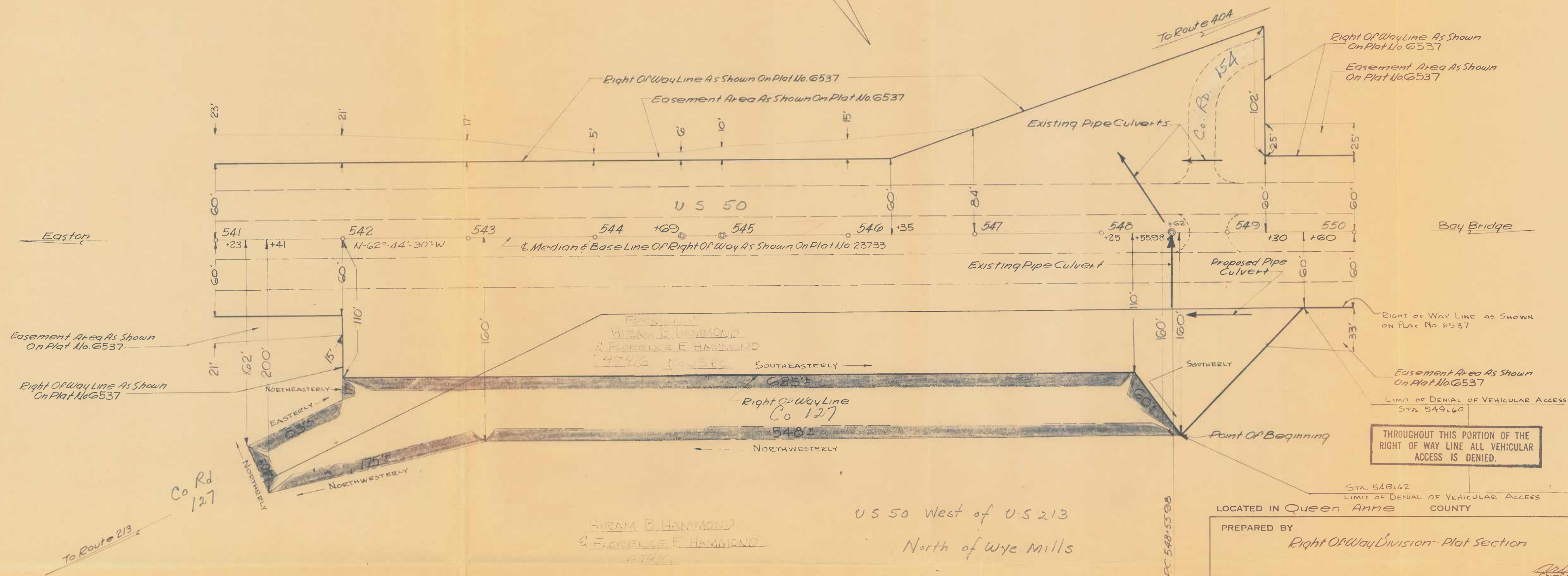
The County has a duty to provide for the safety and convenience of the traveling public and to maintain the highway in good condition. The County has a duty to provide for the safety and convenience of the traveling public and to maintain the highway in good condition. The County has a duty to provide for the safety and convenience of the traveling public and to maintain the highway in good condition.

ATTEST:  
COUNTY CLERK  
COUNTY OF LOS ANGELES  
JANUARY 1, 1961  
COUNTY CLERK



DRAINAGE STRUCTURES CALLED FOR IN THE DEED OR DEEDS TO THE STATE OF MARYLAND TO THE USE OF THE STATE ROADS COMMISSION ARE PLANNED AT APPROXIMATELY THE FOLLOWING STATION LOCATIONS. HOWEVER, THE COMMISSION RESERVES THE RIGHT TO LOCATE OR LATER MOVE SAID DRAINAGE STRUCTURES NOT MORE THAN TWENTY-FIVE (25) FEET, PLUS OR MINUS, FROM SAID DESIGNATED STATIONS

STA. 548+  
STA. 548+ ON LEFT  
STA. 548+ ON RIGHT



NAMES OF REPORTED PROPERTY OWNERS AS SHOWN ON THIS PLAT  
ARE THOSE OF ORIGINAL GRANTORS TO THE COMMISSION. THE  
APPROXIMATE PROPERTY LINES SHOWN WERE NOT ESTABLISHED BY  
ACTUAL SURVEY, BUT ARE INTENDED FOR AN APPROXIMATE GUIDE ONLY.

Area Of Conveyance 0.85 Act Shown Thus

PREPARED BY  
*Right Of Way Division - Plat Section*

Arthur C. Perkins  
Chief Bureau of Maps & Descriptions

REVISIONS
REVISED 11-13-62

STATE ROADS COMMISSION  
OF MARYLAND

U.S. Route 50 - Rte 404 Twds. Matapeak

SCALE: 1"=50'  
ISSUED September 26, 1952  
Le Roy C. Moser  
Chief, RIGHT OF WAY DIVISION

CONTRACT No. Q-399-221

PLAT No. 27570



COPY

State Roads Commission  
TRAFFIC DIVISION

NOV 9 1962

Geo. N. Lewis, Jr.  
Director

October 25, 1962

Contract: Q 399-221

U. S. 50 - Route 404 toward Matapeake

Re: Conveyance to Queen Anne's County of Right  
of Way Acquired From Hiram B. Hammond  
for Improvement to Grange Hall County Road

File No.: 47416

State Roads Commission  
Baltimore, Maryland

Gentlemen:

Queen Anne's County has requested conveyance of a portion of right of way which the State Roads Commission formerly acquired from the Hiram B. Hammond property. This request was made through our District Engineer, C. Roland Sharretts, and includes only that area acquired for the improvement to Grange Hall County Road. In his letter of August 2, 1962 to Mr. Robert Hajzyk, Mr. Sharretts said that the State Roads Commission has no use whatsoever for the land.

Enclosed please find an original and <sup>one</sup> ~~two~~ copies of a <sup>agreement</sup> ~~quitclaim deed~~ which will convey the requested area to Queen Anne's County for incorporation in the County Highway System. Attached to and made a part of this ~~deed~~ is plat 27570. This plat was prepared by the Right of Way Division in accordance with recommendations of the Bureau of Road Design.

This Division recommends execution of the attached deed. It has been approved as to form and legal sufficiency by Mr. C. C. Seymour, and also approved by Chief Engineer, David H. Fisher, as well as S. Grayson Chance, President of the County Commissioners of Queen Anne's County.

When approved, please return the original and one copy to the writer so that we can forward the original to Queen Anne's County and retain a copy for our files.

Very truly yours,

LeRoy C. Moser  
Chief, Right of Way Division

MBF:se

Attachment

See 500c MINUTES  
11/7/62

COPY

TRAFFIC DIVISION  
State Roads Commission

NOV 9 1963

Geo. M. Lewis

Director

November 8, 1963

Mr. Lewis

Dear Mr. Lewis:

I am writing to you regarding the matter of the proposed new route for the State Road Commission. I have been reviewing the plans and maps that you have submitted and I am impressed with the thoroughness of your work.

Sincerely,

Mr. Lewis

November 8, 1963

Mr. Lewis:

I am writing to you regarding the matter of the proposed new route for the State Road Commission. I have been reviewing the plans and maps that you have submitted and I am impressed with the thoroughness of your work.

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Very truly yours,

Mr. Lewis

Chief, Traffic Division



**Maryland Department of Transportation**  
**State Highway Administration**

*from the desk of*

**ALAN LIJEWSKI**

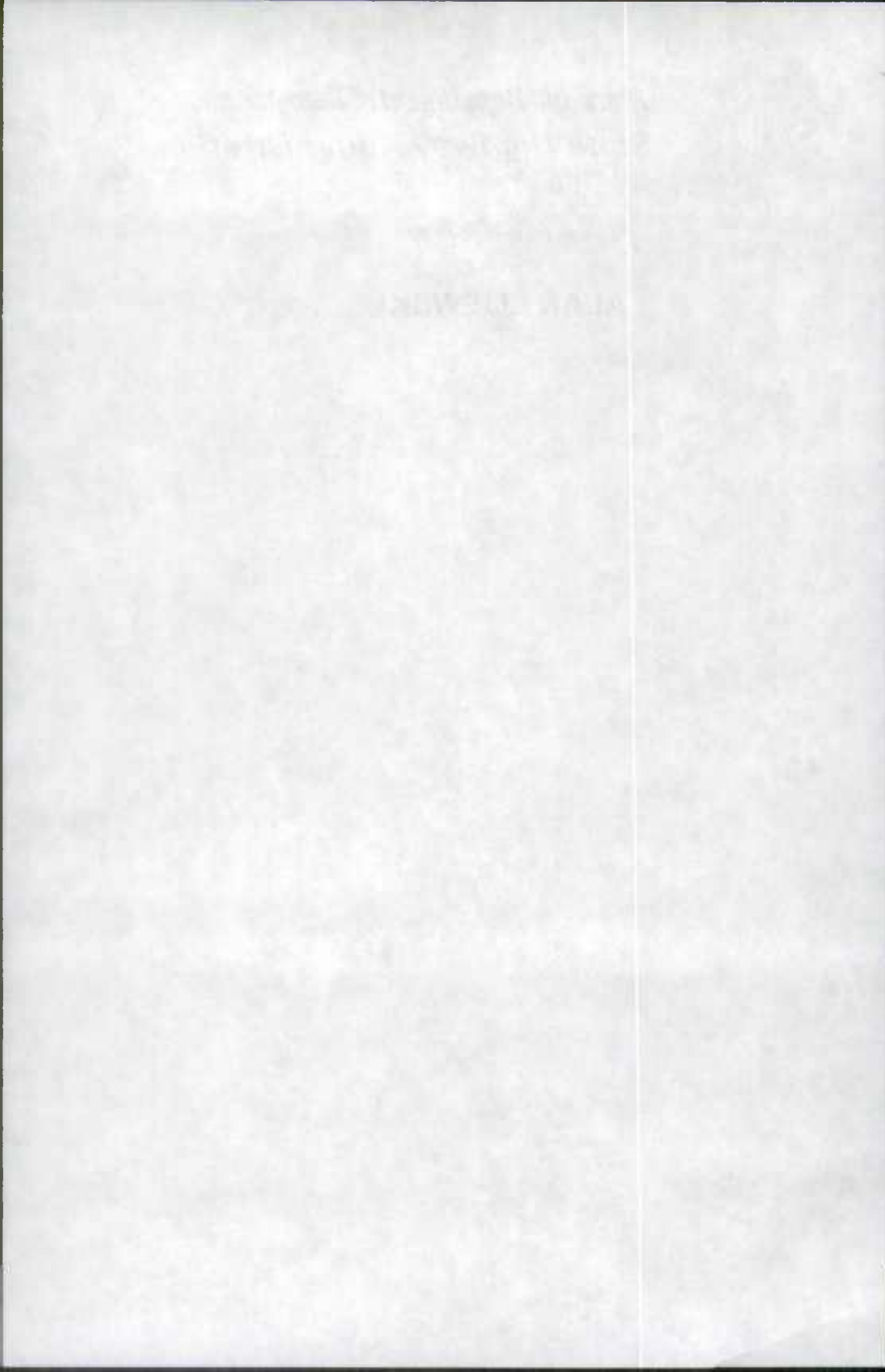
MD 837 QA 1962

Church Circle

Zach Howard

x 2833





OCT 29 1962

Geo. N. Lewis, Jr.  
Director

Copy: Mr. A. S. Gordon (2)  
Mr. D. H. Fisher  
Mr. R. J. Hajzyk  
Mr. W. E. Woodford, Jr.  
Mr. C. A. Goldeisen  
Mr. L. E. McCarl  
Mr. G. B. Chaires  
Mr. F. P. Scrivener  
Mr. L. C. Moser (2)  
Mr. G. N. Lewis, Jr. (8)  
Mr. C. L. Wannan  
Mr. H. G. Downs (4)  
Mr. E. K. Lloyd

Mr. E. D. Reilly  
Mr. G. W. Cassell  
Mr. F. V. Dreyer  
Mr. C. R. Sharretts (2)  
Mr. Charles Lee  
Mr. A. L. Grubb  
Mr. M. D. Philpot  
Mr. J. E. Gerick  
Records & Research Section, R/W Div.  
Town Commissioners of Sudlersville (3)  
Secretary's File #38922  
SRC-Queen Anne's County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND  
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK  
TUESDAY, OCTOBER 23, 1962  
\* \* \*

Chairman and Director Funk confirmed prior execution, for and on behalf of the Commission, of agreement, in triplicate, dated October 15, 1962, covering transfer to the State highway system of Church Circle from a point on Main Street (Md. 300) northerly and easterly to a point on Church Street (Md. 313), a distance of 0.12 mile, as follows:

"THIS AGREEMENT, made this 15th day of October, 1962, by and between the Commissioners of the Town of Sudlersville, Queen Anne's County, Maryland, hereinafter referred to as 'Town Commissioners,' parties of the first part, and the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the governing bodies of the several counties and/or towns of Maryland are empowered to transfer county roads and/or town streets, or portions thereof, to the State Roads Commission of Maryland as part of the State roads system, and

WHEREAS, the 'Town Commissioners,' parties of the first part have agreed to transfer the following described sections of town streets to the State Roads Commission, party of the second part, and the Commission has agreed to accept same for maintenance purposes, as part of the State highway system.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of \$1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the 'Town Commissioners,' parties of the first part do hereby transfer to the Commission, and the Commission, party of the second part, does hereby accept from the 'Town Commissioners' the following described sections of town streets for maintenance purposes, as part of the State highway system:

Church Circle from a point on Main Street (Md. 300) northerly and easterly to a point on Church Street (Md. 313), a distance of 0.12 mile.

Assigned MD 837

Control Section 17-50



10/23/62

IT IS UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the foregoing sections of town streets is authorized under the following conditions:

1. The effective date for the transfer of this section of street is July 1, 1963.
2. The foregoing mileage will be excluded from the inventory as of December 1, 1962.
3. The basis for the allocation of funds will exclude the 0.12 mile of municipal street mileage in the allocation to the town of Sudlersville beginning July 1, 1963.
4. That such exchange is made on an 'As-Is-Basis,' which pertains to the existing condition of the street involved at the time of acceptance for State maintenance and includes all appurtenances thereunto belonging or in any wise appertaining.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers, thereunto duly authorized, the day and year first above written.

ATTEST:

(Signed) Mirna B. Phillips  
Clerk to Commissioners

ATTEST:

(Signed) C. R. Pease  
Secretary

APPROVED:

(Signed) David H. Fisher  
Chief Engineer - SRC"

COMMISSIONERS OF SUDLERSVILLE

By: (Signed) Joseph M. George  
President

STATE ROADS COMMISSION OF MARYLAND

By: (Signed) John B. Funk  
Chairman-Director

Approved as to form and legal sufficiency

(Signed) C. C. Seymour  
Special Attorney



It is further stated that the parties to the agreement have agreed that the parties to the agreement shall be bound by the terms of the agreement in the event of a dispute between them.

1. The parties to the agreement shall be bound by the terms of the agreement in the event of a dispute between them.

2. The parties to the agreement shall be bound by the terms of the agreement in the event of a dispute between them.

3. The parties to the agreement shall be bound by the terms of the agreement in the event of a dispute between them.

4. The parties to the agreement shall be bound by the terms of the agreement in the event of a dispute between them.

IN WITNESS WHEREOF, the parties to the agreement have caused their names to be signed by their duly authorized agents, the day and date first above written.

CONFIDENTIALITY OF INFORMATION

By: John A. Smith  
Attorney at Law

STATE OF CALIFORNIA

By: John A. Smith  
Attorney at Law

Agreement as to the use of the information

(Signed) John A. Smith  
Attorney at Law

By: John A. Smith  
Attorney at Law

STATE OF CALIFORNIA

By: John A. Smith  
Attorney at Law

Agreement as to the use of the information

(Signed) John A. Smith  
Attorney at Law

Copy: Mr. A. S. Gordon (2)  
Mr. D. H. Fisher  
Mr. W. E. Woodford, Jr.  
Mr. R. J. Hajzyk  
Mr. C. A. Goldeisen  
Mr. L. E. McCarl  
Mr. G. B. Chaires  
Mr. F. P. Scrivener  
Mr. Rolph Townshend  
Mr. L. C. Moser (3)  
Mr. G. N. Lewis, Jr. (8)  
Mr. C. L. Wannan  
Mr. H. G. Downs (4)

Mr. A. L. Grubb (2)  
Mr. E. K. Lloyd  
Mr. M. D. Philpot (2)  
Mr. C. R. Sharretts (2)  
Mr. F. V. Dreyer  
Mr. Charles Lee  
Mr. G. W. Cassell  
Mr. W. A. Friend ✓  
Mr. J. E. Gerick  
Records & Research Section, R/W Div.  
Commissioners of Sudlersville  
Secretary's File  
SRC-Queen Anne's County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, AUGUST 15, 1962

\*\*\*

The Commission approved the request set forth in resolution adopted by the Commissioners of Sudlersville, Queen Anne's County, reading as follows:

"WHEREAS the section of highway in the town of Sudlersville of the length of approximately one-tenth mile, and known as Church Circle, provides a useful and convenient bypass of the dangerous and hazardous intersection of State Routes 300 and 313 in the town of Sudlersville, Queen Anne's County, Maryland; and

"WHEREAS this section of highway has an unobstructed view of approaching traffic at all points, has a fee simple right-of-way width of sixty feet and a well paved width of fifty feet with excellent drainage on both sides without the need or use of drainage structures; and

WHEREAS it provides a convenient bypass for state road equipment traveling from Church Hill toward Millington, and vice versa; and

WHEREAS the intersection of Routes 300 and 313 is a blind intersection with a traffic light where numerous accidents and one death has occurred;

THEREFORE, be it hereby resolved by the said Commissioners of Sudlersville in session this 1st day of August, nineteen hundred sixty-two that we hereby request the Maryland State Roads Commission to take over for control and maintenance that section of highway above described, within the municipal limits of the town of Sudlersville.

This resolution was passed and approved by affirmative vote of the full board of Commissioners of Sudlersville.

(Sgd.) Joseph M. George  
Joseph M. George, President

Commissioners of Sudlersville"

ASSIGNED  
ROUTE No.  
MD 837  
CENTRAL  
SECTION  
17-50



*Mr. Casell*

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND  
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK  
TUESDAY, MARCH 6, 1962  
\* \* \*

On recommendation of Chief Engineer Fisher in letter of February 26, 1962, the following final payment was approved, this road to remain in the Queen Anne's County Road System for maintenance:

Final payment of \$1,093.01 for completion of construction of Devil's Woodyard Road, beginning at intersection of Md. Route 302 and extending southwesterly 1.373 miles (flexible pavement), our Contract #Q-401-1-217; FAP#S-0537(3), David A. Bramble, contractor. The contract for this work was awarded on January 27, 1961 and was completed on August 11, 1961. The total amount of this contract is \$22,510.48.

Copy: Mr. D. H. Fisher  
Mr. C. A. Goldeisen  
Mr. L. E. McCarl  
Mr. C. L. Wannan  
Mr. G. B. Chaires  
Mr. F. P. Scrivener  
Mr. H. G. Downs (4)  
Mr. G. N. Lewis, Jr. (8)  
Mr. L. C. Moser (3)  
Mr. C. R. Sharretts (2)  
Mr. J. Cincibus  
Mrs. J. Freeman  
County Commissioners of Queen Anne's County (3)  
SRC-Queen Anne's County  
Contract Q-401-1-217;FAP#S-0537(3)





Copy: Mr. A. S. Gordon (2)  
 Mr. D. H. Fisher  
 Mr. W. E. Woodford, Jr.  
 Mr. R. J. Hajzyk  
 Mr. C. A. Goldeisen  
 Mr. L. E. McCarl  
 Mr. G. B. Chaires  
 Mr. F. P. Scrivener  
 Mr. L. C. Moser (2)  
 Mr. G. N. Lewis, Jr. (8)  
 Mr. C. L. Wannan  
 Mr. H. G. Downs (2)  
 Mr. A. L. Grubb (2)

Mr. E. K. Lloyd  
 Mr. M. D. Philpot (2)  
 Mr. C. R. Sharretts (2)  
 Mr. Rolph Townshend  
 Mr. E. V. Dreyer  
 Mr. Charles Lee  
 Mr. G. W. Cassell  
 Mr. I. A. Friend  
 Mr. J. E. Gerick  
 Records & Research Section, R/W Div.  
 County Commrs. of Queen Anne's County  
 Secretary's File  
 SRC-Queen Anne's County

QUEEN ANNES CO.

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND  
 BY CHAIRMAN AND DIRECTOR JOHN B. FUNK  
 MONDAY, FEBRUARY 19, 1962  
 \* \* \*

Chairman and Director Funk executed for and on behalf of the Commission agreement, in duplicate, dated February 19, 1962, relative to transfer to the County Commissioners of Queen Anne's County of certain sections of State highways; and transfer of designated sections of County highways to the State Roads Commission, as follows:

"THIS AGREEMENT, made this 19th day of February, 1962, by and between the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the first part, and the County Commissioners of Queen Anne's County, Maryland, hereinafter referred to as 'County Commissioners,' party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland (1957 Edition), the Commission is empowered to transfer State highways, or portions thereof, to the governing bodies of the several counties of Maryland, for maintenance purposes, and the governing bodies of the several counties of Maryland are empowered to transfer county roads, or portions thereof, to the State Roads Commission of Maryland, as part of the State Roads System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: That for and in consideration of the sum of One Dollar (\$1.00) and other good and valuable considerations, the receipt whereof is hereby acknowledged, the said Commission, party of the first part, does hereby transfer to the County Commissioners, party of the second part, for maintenance purposes, subject to the continuance in effect of any controls of access which may have been established by the party of the first part for the protection of the traveling public, the following described sections of State highways:

Service Roads

Cedar Lane (Price)	0.80 mile	WAS TABBED AS AP 77-A
Unicorn Creek (Md. 544 past Stanley Adkinson)	0.90 "	WAS TABBED Co 42
I. B. Road to Md. 300 (Shine Smith)	0.50 "	WAS TABBED O.P. 21-A
Boone Road (Emory)	0.60 "	WAS CARRIED AS P.V. Rb
Sub-Total	2.80 miles	



2/19/62

Other State Roads

Md. 544-A from Md. 313 to Road End with Spur (0.03 mile) at Md. 313	0.53 mile <sup>WAS</sup> PART C S 17-31
Old section of Md. 544 west of U. S. 301	0.23 " TABBED Co 42
Md. 305-B from Md. 19 to Stansbury Corner	0.87 " PART C S 17-30
Md. 19-B Spur in Ingleside from Md. 19 to Md. 19-A	0.05 " C S 17-21
Md. 275 from U. S. 213 to Road End (Chester River Bridge Road)	0.27 " C S 17-29
Md. 19-A (Northerly Spur) from Md. 19 (Ingleside) to Md. 313	0.68 " C S 17-21
Md. 836-B (Old U. S. 213, Brown's Curve) with Spur North of Brown's Branch	<u>0.27</u> " C S 17-8
Sub-Total	2.90 miles
Total	5.70 miles

IN CONSIDERATION of the foregoing, the County Commissioners, by the execution of these presents, do hereby accept the aforesaid sections of State roads into the County Road System, for maintenance purposes, subject to the continuance in effect of any controls of access which may have heretofore been established by the Commission.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that:

1. The effective date of the transfer of the above described sections of State roads shall be upon complete approval of this agreement.
2. The additional road mileage will be included in the inventory as of the first day of December, 1961.
3. The basis for the allocation of funds will include the additional County road mileage in the allocation to Queen Anne's County, beginning the first day of July, 1962.
4. The transfer of said roads is made on an 'As-Is-Basis,' which pertains to the existing rights of way and to the existing condition of the roads involved and includes all appurtenances and bridge structures.

AND BE IT FURTHER AGREED that in consideration of the foregoing, the County Commissioners, party of the second part, do hereby transfer to the Commission, party of the first part, as a part of the State Roads System, the following described sections of County roads:





2/19/62

ASSIGNED

All of County Road No. 96 from Md. Routes 304 and  
481 at Ruthsburg to Md. Route 405

3.88 miles

MD 304

CS 17-49

All of County Road No. 268 (Starr Road) from Md.  
Route 309 near Starr, northwesterly to Md.  
Route 309

2.08 " " " "

ADDED

MD 309

CS 17-27

Part of County Road No. 76 (Barclay - Church Hill  
Road) from Md. Route 302 at Stevens Corner,  
westerly to U. S. Route 301

1.61 "

MD 302

CS 17-25

Total

7.57 miles

IT IS FURTHER UNDERSTOOD AND AGREED BETWEEN THE PARTIES HERETO that the  
change in the status of the sections of County road is authorized under the follow-  
ing conditions:

1. The effective date of transfer shall be upon complete approval of  
this agreement.
2. The mileage respecting the aforesaid sections of County roads will  
be excluded from the inventory as of December 1, 1961.
3. The basis for the allocation of funds will exclude the 7.57 miles  
of County road mileage in the allocation to Queen Anne's County  
beginning July 1, 1962.
4. That such transfer is made on an 'As-Is-Basis,' which pertains to  
the existing rights of way and to the existing condition of the  
roads involved, including all appurtenances and bridge structures  
at the time of acceptance for State maintenance.

IN WITNESS WHEREOF, the parties have caused these presents to be executed  
in duplicate by their proper officers thereunto duly authorized, the day and year  
first above written.

ATTEST:

(signed) C. R. Pease  
Secretary

Approved:

(signed) David H. Fisher  
Chief Engineer

Attest:

(signed) Frances C. Legg  
Chief Clerk to the Board of  
County Commissioners"

STATE ROADS COMMISSION OF MARYLAND

By (signed) John B. Funk  
Chairman and Director of Highways

Approved as to form and legal sufficiency

(signed) C. C. Seymour  
Special Attorney

COUNTY COMMISSIONERS OF QUEEN ANNE'S  
COUNTY, MARYLAND

By (signed) S. Grayson Chance  
President

1. The first

2. The second

3. The third

4. The fourth

5. The fifth

6. The sixth

7. The seventh

8. The eighth

9. The ninth

10. The tenth

11. The eleventh

12. The twelfth

13. The thirteenth

14. The fourteenth

15. The fifteenth

16. The sixteenth

17. The seventeenth

18. The eighteenth

19. The nineteenth

20. The twentieth

21. The twenty-first

22. The twenty-second

23. The twenty-third

24. The twenty-fourth

Copy: Mr. A. S. Gordon (2)  
Mr. D. H. Fisher  
Mr. W. E. Woodford, Jr.  
Mr. R. J. Hajzyk  
Mr. W. C. Hopkins  
Mr. C. A. Goldeisen  
Mr. G. B. Chaires  
Mr. F. P. Scrivener  
Mr. L. C. Moser (2)  
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Mr. Rolph Townshend

Mr. A. L. Grubb (2)  
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Mr. Charles Lee  
Mr. M. D. Philpot (2)  
Mr. J. E. Gerick  
Records & Research Section, R/W Div.  
Queen Anne's County Commissioners  
Secretary's File  
Secretary's File #18964  
SRC-Twelve Year Program  
SRC-Queen Anne's County

*M. L. L. L.*

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, NOVEMBER 16, 1960

\* \* \*

Upon motion duly made and seconded, the following resolution was adopted by the Commission:

WHEREAS, Section 205 of Article 89B of the Maryland Code, 1957 Edition, as amended, provides that the State Roads Commission may, after advising and conferring with the governing body of any county and the legislative delegation from said county, change the priority of construction or transfer from one construction period to another, any project referred to in the "Yellow Book," or substitute any project listed in the "Yellow Book" for a project listed in the "Green Book," and may, upon the written request of a majority of the members of such governing body and a majority of the members of such legislative delegation, substitute a project not included in either the "Yellow Book" or the "Green Book" for a project included in the "Yellow Book," provided any such rescheduling is within the mileage limitations provided in said Section, and

WHEREAS, the requirements of the aforesaid Section having been fully met, it is desired to substitute certain projects as hereinafter more particularly set forth.

NOW, THEREFORE, BE IT RESOLVED:

That the State Roads Commission of Maryland does hereby delete from the projects presently listed in the "Yellow Book" the following projects or portions of projects:

1. Maryland Route 662 from Wye Mills to U. S. Route <sup>50</sup>40 north of Wye Mills, a distance of 0.98 miles
2. Maryland Route 405 beginning at the Caroline County Line and extending westerly, a distance of 3.22 miles

and does hereby substitute in lieu thereof, the following projects or portions of projects:

1. The construction of the Millington Road Bridge and its approaches for a distance of 0.2 mile on Route 313
2. The improvement of Route 213 from U. S. Route 301 to U. S. Route 50, a distance of 4.0 miles



Year	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099
1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	

Int Council.  
1/17/60



QUEEN ANNES

STATE OF MARYLAND  
STATE ROADS COMMISSION

EX-TINORE, MD

January 6, 1960

Mr. George M. Lewis, Jr., Director  
Traffic Division

Dear Mr. Lewis:

According to the route and control section data furnished us by your department, and to which we have been charging maintenance, the section of road leading off Route 33 to the old Matapeake Ferry Terminal is listed as Route 759A, Section 17-45.

MB 759-A  
CS 17-45

Recently I had occasion to refer to a deed between the State Roads Commission of Maryland and the Department of Tidewater Fisheries under date of May 12, 1954. Certain stipulations are set forth in this deed, but the pertinent one is Reservation 2 at the bottom of page 2 and top of page 3, which states in part:-

"The State Roads Commission shall assume no obligation for the maintenance of said forty (40) foot right of way, and the same shall be maintained solely by the Department of Tidewater Fisheries or its successors in title in perpetuity as a condition to this grant."

Please advise me if there has been any supplemental agreement subsequent to the afore-mentioned deed which would abrogate the clause in Reservation 2, and require that we maintain this section of road.

Very truly yours,

*L. Roland Harreth*

District Engineer

CRS:B

Copy of Deed & Plat  
to Ralph Townsend 1/3/54

2 Photostats to Lohmann  
R. H. W. Laine 12/4/54  
4 2 Plats

also to Dept. 12/4/54



Secretary's File 20220 No. ....
---------------------------------------

MD 759-A

**EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, MAY 12, 1964**

**Present:** Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Russell Kelly.

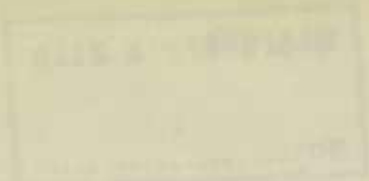
The Commission executed deed, in duplicate, dated May 12, 1964, by which it grants and conveys, subject to approval of the Board of Public Works of Maryland, and also subject to the conditions, reservations, and restrictions set forth in said deed, unto the State of Maryland, to the use of the Department of Tidewater Fisheries, and its successors for the purpose of and to be used for public park purposes in connection with the activities of the said Department, all right, title and interest of the State Roads Commission in and to that parcel of land comprising the Matapeake Ferry Terminal which by deed dated June 9, 1941, and recorded among the Land Records of Queen Anne's County in Liber ASQ-Jr. No. 5, Folio 19, was conveyed by the Claiborne-Annapolis Ferry Company to the State of Maryland.

Arthur H. Brice, Chairman, John P. Taves, Member, and Fred P. Gless, Member, constituting the Department of Tidewater Fisheries of Maryland join in this deed for the purpose of accepting, on behalf of said Department of Tidewater Fisheries and its successors and assigns, all of the restrictions, covenants and conditions set forth in the foregoing deed from the State Roads Commission and the Board of Public Works to the Department of Tidewater Fisheries.

The Secretary was directed to forward said deed, which has been approved as to form and legal sufficiency by Special Attorney Henry L. Rogers, to the Board of Public Works of Maryland for approval and execution.

**Copy:** Mr. L. C. Moser  
 Mr. L. J. O'Donnell  
 Mr. Ralph Townsend  
 Secretary's File #15467 (6/9/41 Deed)  
 Secretary's File (Tidewater Fisheries) ✓  
 Chesapeake Bay Ferry System File





THE UNIVERSITY OF CHICAGO  
CHICAGO, ILL. 60607

THE UNIVERSITY OF CHICAGO  
CHICAGO, ILL. 60607

The University of Chicago is a private, non-profit institution of higher learning. It is one of the leading universities in the United States, and is known for its research and scholarship. The university is located in Chicago, Illinois, and has a long history of excellence in education and research. It is a member of the Association of American Universities and the Ivy League.

The University of Chicago is a private, non-profit institution of higher learning. It is one of the leading universities in the United States, and is known for its research and scholarship. The university is located in Chicago, Illinois, and has a long history of excellence in education and research. It is a member of the Association of American Universities and the Ivy League.

The University of Chicago is a private, non-profit institution of higher learning. It is one of the leading universities in the United States, and is known for its research and scholarship. The university is located in Chicago, Illinois, and has a long history of excellence in education and research. It is a member of the Association of American Universities and the Ivy League.

THE UNIVERSITY OF CHICAGO  
CHICAGO, ILL. 60607

THIS DEED, Made this 12<sup>th</sup> day of May in the year nineteen hundred and fifty-four, by and between Russell H. McCain, Chairman, Edgar T. Bennett, and Brewell Kelly, constituting the State Roads Commission of Maryland, parties of the first part and Theodore R. McKeldin, Governor of Maryland, J. Millard Tawes, Comptroller of Maryland, and Keeper S. Miles, Treasurer of Maryland, constituting the Board of Public Works of Maryland, parties of the second part, and the State of Maryland to the use of the Department of Tidewater Fisheries, party of the third part.

WHEREAS, by a certain deed dated June 9, 1941, and recorded among the Land Records of Queen Anne's County in Liber ANQ-Jr. No. 5, Folio 19, The Claiborne-Annapolis Ferry Company did convey unto the State of Maryland, a certain tract or parcel of land comprising the Matapeake Ferry Terminal, said land being more particularly set forth by reference only in said deed, and,

WHEREAS, subsequent to that date, the State Roads Commission of Maryland utilized said tract of land as one of the terminals of the Chesapeake Bay Ferry system being operated by said Commission, and,

WHEREAS, the recent construction of the Chesapeake Bay Bridge has resulted in the discontinuance of the operation of the said Ferry system to the end that said property is not now being used as one of the terminals of the said Ferry system, and,

WHEREAS, the Department of Tidewater Fisheries has requested the State Roads Commission to convey said property to that body for the purpose of, and to be used in connection with, the activities of the said Department of Tidewater Fisheries, and,

WHEREAS, the said State Roads Commission is willing to convey its interest subject to the condition that said property will be used solely for such public park purposes and subject to certain reservations, hereinafter more fully set forth, and,

WHEREAS, under the provisions of Section 6 of Article 89 B of the



code of Public General Laws of Maryland, it is necessary for the Board of Public Works to join in the conveyance of any land by the State Roads Commission of Maryland.

NOW, THEREFORE, THIS DEED WITNESSETH: That for and in consideration of the sum of One Dollar (\$1.00) and other good and valuable considerations, the receipt of which is hereby acknowledged, the said parties of the first and second parts, do hereby grant and convey (subject to the conditions, reservations, and restrictions hereinafter set forth) unto the State of Maryland, to the use of the Department of Tidewater Fisheries, and its successors for the purpose of land to be used for public park purposes in connection with the activities of the said Department, all right, title and interest of the State Roads Commission in and to that parcel of land which by deed dated June 9, 1941, and recorded among the Land Records of Queen Anne's County in Liber ABB-Jr. No. 5, Folio 19, was conveyed by the Claiborne-Annapolis Ferry Company to the State of Maryland.

IT IS UNDERSTOOD AND AGREED between the parties hereto that the conveyance hereby made is expressly subject to the following reservations, restrictions, conditions and covenants which shall run with and bind the land hereby conveyed and which shall be binding upon all of the parties hereto and their respective successors and assigns.

(1). Reserving unto the use of the State Roads Commission, its successors and assigns, in fee simple, a strip of land 240 feet in width comprising the right of way now established for State Route #33 and lying between the lines marked "Right of Way Lines" as shown on State Roads Commission Plat #11956, copy of which is attached hereto.

(2). Reserving unto the State Roads Commission, its successors and assigns, the perpetual right and covenant to use a 40-foot right of way leading from State Route #33 in a Northwesterly direction to the waters of the Chesapeake Bay as said right of way is shown on said plat #11956, and lying between the lines designated "Limits of Easement to





be retained by the State Roads Commission" on said plat. The State Roads Commission shall assume no obligation for the maintenance of said forty (40)-foot right of way, and the same shall be maintained solely by the Department of Tidewater Fisheries or its successors in title in perpetuity as a condition to this grant.

(3). Reserving unto the State Roads Commission and its successors and assigns, the right to maintain and use for a period not to exceed three (3) years from the date of the final execution of this grant, the existing two (2) landing bridges and gallow frames together with all incidental equipment connected therewith. The Commission, its successors and assigns, and its agents, contractors, and/or employees shall have the right within the said three-(3) year period to dispose of said equipment and the right of access and use of the land hereby granted for the purpose of dismantling and removing said equipment from the premises.

TO HAVE AND TO HOLD the land and premises hereinbefore conveyed unto the State of Maryland to the use of the Department of Tidewater Fisheries its successors and assigns for the purpose of, and to be used in connection with, the activities of the Department of Tidewater Fisheries. The said Department of Tidewater Fisheries may convey all or part of said property to such other public agency of the State of Maryland which may at that time be carrying on activity in the public interest, so long as such conveyance is not inconsistent with the purpose of this grant. In the event that the said Department of Tidewater Fisheries or its successors and assigns as above indicated, shall fail to use said property for the purposes described, all rights conveyed by this deed shall forthwith cease and the said land shall forthwith revert to the use of the State Roads Commission, its successors and assigns.

IN TESTIMONY WHEREOF, Witness the hands and seals of the parties hereto.





WITNESSES:

[Signature]  
Secretary

WITNESSES:

[Signature]  
Secretary

[Signature] (SEAL)  
Russell H. McCain, Chairman  
State Roads Commission of Maryland

[Signature] (SEAL)  
Edgar T. Bennett, Member  
State Roads Commission of Maryland

[Signature] (SEAL)  
Russell Kelly, Member  
State Roads Commission of Maryland

[Signature] (SEAL)  
Theodore R. McKeldin  
Governor of Maryland

[Signature] (SEAL)  
J. Millard Tamm  
Comptroller of Maryland

[Signature] (SEAL)  
Homer S. Miles  
Treasurer of Maryland

Constituting the Board of Public Works  
of Maryland

STATE OF MARYLAND

COUNTY OF BALTIMORE, to wit:

I HEREBY CERTIFY, that on this 12th day of May in the year nineteen hundred and fifty-four, before me the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared Russell H. McCain, Chairman, Edgar T. Bennett and Russell Kelly, constituting the State Roads Commission of Maryland, and they acknowledged the foregoing deed to be the act of the said State Roads Commission of Maryland.

Witness my hand and Notarial Seal.

[Signature]  
Notary Public

STATE OF MARYLAND

COUNTY OF BALTIMORE, to wit:

I HEREBY CERTIFY, that on this 12th day of May in the year nineteen hundred and fifty-four, before me the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared Theodore R. McKeldin, J. Millard Tamm and Homer S. Miles, constituting the Board of Public Works of Maryland, and they acknowledged the foregoing deed to be the act of the said Board of Public Works.

Witness my hand and Notarial Seal.

[Signature]  
Notary Public



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AND Arthur H. Brice, Chairman, John P. Taves, Member, and Fred P. Gloss, Member, constituting the Department of Tidewater Fisheries of Maryland join in this deed for the purpose of accepting, on behalf of said Department of Tidewater Fisheries and its successors and assigns, all of the restrictions, covenants and conditions set forth in the foregoing deed from the State Roads Commission and the Board of Public Works to the Department of Tidewater Fisheries.

ATTEST:

Secretary

Arthur H. Brice (SEAL)  
Arthur H. Brice, Chairman

John P. Taves (SEAL)  
John P. Taves, Member

Fred P. Gloss (SEAL)  
Fred P. Gloss, Member

Constituting the Department of Tidewater  
Fisheries of Maryland.

STATE OF MARYLAND

CITY OF BALTIMORE, to wit:

I HEREBY CERTIFY, That on this      day of      in the year nineteen hundred and fifty-four, before me the subscriber, a Notary Public of the State of Maryland, in and for the City aforesaid, personally appeared Arthur H. Brice, Chairman, John P. Taves and Fred P. Gloss, constituting the Department of Tidewater Fisheries of Maryland, and they acknowledged the foregoing acceptance of the terms and conditions of this deed to be the act of the Department of Tidewater Fisheries of Maryland.

Witness my hand and Notarial Seal.

Notary Public



*Queen Anne's County*  
*400*  
*File*

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
SATURDAY, OCTOBER 24, 1939  
\* \* \*

On recommendation of Chief Engineer Fritchett, the Commission tentatively approved form of resolution contemplating the deletion of the following described sections of State roads in the Second Four Years of the Twelve Year Program:

MS. 303 from U.S. 301 to Nepe 2.17 miles

MS. 304 from Centerville to Pioneer Point 2.69 miles

and the substitution therefor of the following described section of State road not in the Twelve Year Program:

U.S. 213 from U.S. 301 to U.S. 30 4.46 miles

Mr. Fritchett was authorized to present the matter to Queen Anne's County for action on its part.

Copy: Mr. W. H. Fritchett  
Mr. G. M. Lawie, Jr.  
Mr. W. A. Friend  
Mr. C. L. Wannen  
SRD-12 Year Program  
Secretary's File #18964  
Secretary's File  
SRD-Queen Anne's County





*Queen Annes County Mr. Cassell*

Copy: Mr. A. S. Gordon  
Mr. N. M. Pritchett  
Mr. R. J. Hajzyk  
Mr. W. C. Hopkins  
Mr. G. B. Chaires  
Mr. C. A. Goldeisen  
Mr. F. P. Scrivener  
Mr. L. C. Moser (2)  
Mr. G. N. Lewis, Jr. (8)  
Mr. C. L. Wannan  
Mr. A. L. Grubb  
Mr. C. R. Sharretts (2)

Mr. H. C. Bowers  
Mr. E. D. Reilly  
Mr. H. G. Downs (4)  
Mr. W. A. Friend  
Mr. W. A. Jordan (2)  
Mr. M. D. Philpot (2)  
Mr. F. V. Dreyer  
Records & Research Section, R/W Div.  
Queen Anne's County Commissioners  
Secretary's File  
SRC-Queen Anne's County  
Twelve Year Program

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, NOVEMBER 18, 1959

\* \* \*

Upon motion duly made and seconded, the following resolution was adopted by the Commission:

WHEREAS, the State Roads Commission of Maryland is empowered to delete projects or portions thereof in the Twelve Year Program and substitute projects not in the Twelve Year Program, with compensating mileage, by mutual agreement with the Governing Bodies of the several Counties of Maryland, and

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the hereinafter described sections of State Roads be deleted from the Second Four Years of the Twelve Year Program and the hereinafter described section of State Road be substituted for the deleted sections, all within Queen Annes County, also that the County Commissioners and the County Delegation of Queen Annes County agree to the deletions and the substitution.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the State Roads Commission of Maryland, that the following described sections of State Roads, in the Second Four Years of the Twelve Year Program be deleted from the Twelve Year Program.

Md. 305 from U. S. 301 to Hope 2.19 miles

Md. 304 from Centreville to Pioneer Point 2.60 miles

NOW, THEREFORE, BE IT FURTHER RESOLVED by the State Roads Commission of Maryland that the following described section of State Road, not in the Twelve Year Program, be substituted for the above described sections of State Roads deleted from the Twelve Year Program.

U. S. 213 from U. S. 301 to U. S. 50 4.46 miles

NOW, THEREFORE, BE IT FURTHER RESOLVED by the State Roads Commission of Maryland that the change in the status of these roads is authorized under the following condition.

The effective date of deletions and substitution in the Twelve Year Program will be upon the complete approval of this agreement.



## STATE ROADS COMMISSION OF MARYLAND

APPROVED:

(Sgd) Norman M. Pritchett  
Chief Engineer

(Sgd) Thomas N. Kay  
Approved Regional Member

(Sgd) John B. Funk  
Chairman and Director of Highways

ATTEST:

(Sgd) C. R. Pease  
Secretary

Approved as to Form and Legal Sufficiency

10/19/59 (Sgd) C. C. Seymour  
Dated Special Attorney

At the regular meeting of the Governing Body of Queen Annes County, Maryland, held at its office on November 10, 1959, upon motion duly made and seconded, the following resolution was adopted:

WHEREAS, the State Roads Commission of Maryland, at its regular meeting held on November 18, 1959, did formally delete two sections of State Roads and substituted a section of State Roads in the Twelve Year Program as described in the foregoing section of their resolution, bearing said date, and the Governing Body of Queen Annes County is willing to accept the aforesaid deletions and substitution in the Twelve Year Program, upon the condition heretofore described.

NOW, THEREFORE, BE IT RESOLVED by the Governing Body of Queen Annes County, Maryland that the foregoing described roads, deleted and substituted one for the other, by virtue of the resolution adopted by the State Roads Commission on November 18, 1959, be, and the deletions and substitution as heretofore outlined, are accepted by Queen Annes County.

COUNTY COMMISSIONERS OF QUEEN ANNES COUNTY,  
MARYLAND

(Sgd) Frances C. Legg  
Chief Clerk to the Board of  
County Commissioners

By (Sgd) S. Grayson Chance  
Approved President

(Sgd) Robert P. Day  
Queen Annes County - State  
Senator

(Sgd) Tilghman Eaton  
Queen Annes County Member of House of  
Delegates

(Sgd) Charles E. Risley  
Queen Annes County Member of House of  
Delegates





QUEEN ANNES COUNTY

FAS

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND  
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK  
MONDAY, JULY 6, 1959  
\* \* \*

On request of the County Commissioners of Queen Anne's County in letter of June 4, 1959, and concurring in recommendation of Engineer, Contracts and Federal Aid Linville, for Chief Engineer Pritchett in letter of June 30, 1959, Chairman and Director Funk authorized the programming of the following projects with the Bureau of Public Roads for use of Federal Aid Secondary funds in Queen Anne's County:

Cecil Road - FAS 953

Length - 0.50 mile

Pondtown toward Millington, FAS 540

" - 1.80 miles

Mr. Linville's letter states that the total estimated cost of the improvements is \$15,258.12, of which Federal Aid Secondary funds will participate to the extent of 50%, and that Queen Anne's County has to its credit an unprogrammed balance of \$115,000.00 in Federal Aid Secondary funds. The projects, upon completion, will be maintained by Queen Anne's County as a part of its secondary system.

Copy: Mr. N. M. Pritchett  
Mr. C. S. Linville  
Mr. W. C. Hopkins  
Mr. C. A. Goldeisen  
Mr. F. P. Scrivener  
Mr. G. B. Chaires  
Mr. W. A. Jordan  
Mr. H. G. Downs (4)  
Mr. G. N. Lewis, Jr. (8)  
Mr. L. C. Moser (2)  
Mr. C. L. Wannen  
Mr. H. C. Bowers  
Mr. J. Sharretts (2)  
Queen Anne's County Commissioners  
SRC-Queen Anne's County



JUN 16 1959

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND  
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK  
MORRIS, JUNE 8, 1959  
\*\*\*Geo. N. Lewis, Jr.  
Director

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer C. Roland Sharretts, concurred in by Chief Engineer Norman M. Pritchett, the following roads were accepted for maintenance as part of the County Roads System of Queen Anne's County. Road Condition Survey Reports submitted by Mr. Sharretts indicate that these sections of road have been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 50 ft. right of way.

<u>Road</u>	<u>Election District</u>	<u>County Key Map No.</u>	<u>Length</u>
Tucker Anthony Road, from Truslow to 20 ft. road	2	49 013 10'E	635 ft. Co 280
Midway Road, from Bayside Rd. to Chester Rd.	4	69 0P527	831.36 ft. Co 269
St. Mary's Road, from Calvert Rd. to second intersection of Garrett Road	4	70 0P532	1,760 ft. Co 273
Chester Road, from Queen Anne Drive to Midway Road	4	71 0P528	1,292.87 ft. Co 270
Seward Road, from Queen Anne Drive to Midway Road	4	72 0P529	1,557.02 ft. Co 271
Bayside Drive Road, from Queen Anne Drive to Midway Road	4	73 0P530	2,336.36 ft. Co 272

Copy: Mr. N. M. Pritchett  
Mr. W. C. Hopkins  
Mr. G. B. Chaires  
Mr. C. A. Goldstein  
Mr. C. R. Sharretts (2)  
Mr. L. Townsend  
Mr. F. P. Scrivener  
Mr. C. L. Lannaer  
Mr. W. A. Jordan  
Mr. G. N. Lewis, Jr. ✓  
Mr. H. G. Bowes  
Co. Comrs. of Q.A. Co.  
ERC-Queen Anne's County





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, NOVEMBER 20, 1958

\*\*\*

Present: Senator Edgar T. Bennett and Mr. John J. McMullen.

On request of The County Commissioners of Queen Anne's County, and on recommendation of District Engineer C. R. Sharretts, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County, the Char-Nor Road, from County Road #12 to H. C. M. Boulevard, for a distance of .70 mile, in the 7th Election District.

Road Condition Survey Report submitted by District Engineer Sharretts indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 50-ft. right of way.

In said Report, Mr. Sharretts states: "Road is in primitive condition. Needs clearing and grading, drainage, and surfacing." -

\*Estimate of Cost

Labor	450.00
Equipment	900.00
Material	400.00
Moving pole line to 50 ft. R/W	<u>750.00</u>

\$ 2,500.00"

Copy: Messrs. Pritchett, Hopkins, Wannen, Goldeisen, Sharretts,  
Scrivener, DiDomenico, Clawson, Lewis.  
Co. Commrs. of Q. A. Co.  
SRC-Queen Anne's Co.

Co. 11 To Be Inv. From Co 12 To HCN Blvd





Received 10/28/59  
MRB

Centreville  
MD 304

At the regular meeting of the Governing Body of the Town of Centreville, Maryland, held at its office on June 26th, 1958, upon motion duly made and second the following resolution was adopted.

WHEREAS, the Town Commissioners of Centreville, Maryland, agreed by the duly executed resolution, dated November 7, 1957, to assume all jurisdiction over Maryland Route 304, from Liberty Street east to Town limits, upon the conditions that the State Roads Commission of Maryland would resurface Maryland Route 304 from the intersection of Liberty Street and Water Street easterly to Centreville Town limits and reduce the crown of the intersecting road, Commerce Street, so as to reduce the present dips in said intersection of Water and Commerce Streets,

WHEREAS, the State Roads Commission of Maryland has completed the foregoing described improvements.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of Centreville, Maryland, that the following described section of State Road located within the corporate limits of the Town of Centreville, Maryland, be and it is accepted as part of their municipal street system.

Md. 304 From Liberty St., East of Town Limits -----0.77 Mile

PART OF  
CS 17-29

AND NOW, THEREFORE, BE IT FURTHER RESOLVED by the Town Council of Centreville, Maryland that the change in the status of this section of State Road is accepted under the following conditions:

Control  
Section  
Card  
adjusted  
11-17-59  
LFB

1. The additional mileage will be included in the inventory as of December 1, 1958

2. The effective date for such transfer will be upon the complete execution of this agreement.

3. The basis for allocation of funds will include the additional municipal street mileage in the allocation to the Town of Centreville beginning July 1, 1959.

4. That such exchange be made on an "As-is Basis" which pertains to the existing condition of the street involved and includes all appurtenances and bridge structures thereon.

5. That such exchange be made on an "As-is Basis" which pertains to the existing condition of the street involved

ATTEST:

TOWN OF CENTREVILLE, MARYLAND.

(Sgd.) Robert T. Newell  
TOWN CLERK

(Sgd.) William E. Price  
TOWN COMMISSIONER

(Sgd.) Spencer C. Hammond  
TOWN COMMISSIONER

DATE 6/26/58

(Sgd.) Royden N. Powell  
TOWN COMMISSIONER

17-29 Part



1. The first part of the report is a general  
introduction to the subject of the study.

2. The second part of the report is a detailed  
description of the methods used in the study.  
3. The third part of the report is a discussion  
of the results of the study.

4. The fourth part of the report is a conclusion  
based on the results of the study.

5. The fifth part of the report is a list of  
references.

6. The sixth part of the report is a list of  
figures.

7. The seventh part of the report is a list of  
tables.

8. The eighth part of the report is a list of  
appendices.

9. The ninth part of the report is a list of  
acknowledgments.

10. The tenth part of the report is a list of  
the author's address.

11. The eleventh part of the report is a list of  
the author's contact information.

Received 10/28/59  
MRAH

At the regular meeting of the Governing Body of the Town of Centreville, Maryland, held at its office on June 26th, 1958, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the Town Commissioners of Centreville, Maryland, agreed by their duly executed resolution, dated November 7, 1957, to assume all jurisdiction over Maryland Route 304, from Liberty Street east to Town limits, upon the conditions that the State Roads Commission of Maryland would resurface Maryland Route 304 from the intersection of Liberty Street and Water Street easterly to Centreville Town limits and reduce the crown of the intersecting road, Commerce Street, so as to reduce the present dips in said intersection of Water and Commerce Streets,

WHEREAS, the State Roads Commission of Maryland has completed the foregoing described improvements.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of Centreville, Maryland, that the following described section of State Road located within the corporate limits of the Town of Centreville, Maryland, be and it is accepted as part of their municipal street system.

Md. 304 From Liberty St., East of Town Limits -----0.77 Mile

PART OF  
C S 17-29

AND NOW, THEREFORE, BE IT FURTHER RESOLVED by the Town Council of Centreville, Maryland that the change in the status of this section of State Road is accepted under the following conditions:

Control  
Section  
Card  
adjusted  
11-17-59  
JTB

1. The additional mileage will be included in the inventory as of December 1, 1958

2. The effective date for such transfer will be upon the complete execution of this agreement.

3. The basis for allocation of funds will include the additional municipal street mileage in the allocation to the Town of Centreville beginning July 1, 1959.

4. That such exchange be made on an "As-is Basis" which pertains to the existing condition of the street involved and includes all appurtenances and bridge structures thereon.

5. That such exchange be made on an "As-is Basis" which pertains to the existing condition of the street involved

ATTEST:

TOWN OF CENTREVILLE, MARYLAND.

(Sgd.) Robert T. Newell  
TOWN CLERK

(Sgd.) William E. Price  
TOWN COMMISSIONER

(Sgd.) Spencer C. Hammond  
TOWN COMMISSIONER

DATE 6/26/58

(Sgd.) Royden N. Powell  
TOWN COMMISSIONER

1. The first part of the report is a summary of the work done during the year. It is a brief statement of the results of the work, and is intended to give a general idea of the progress made.

2. The second part of the report is a detailed account of the work done during the year. It is a full and complete statement of the work, and is intended to give a detailed account of the progress made.

3. The third part of the report is a summary of the work done during the year. It is a brief statement of the results of the work, and is intended to give a general idea of the progress made.

4. The fourth part of the report is a detailed account of the work done during the year. It is a full and complete statement of the work, and is intended to give a detailed account of the progress made.

5. The fifth part of the report is a summary of the work done during the year. It is a brief statement of the results of the work, and is intended to give a general idea of the progress made.

6. The sixth part of the report is a detailed account of the work done during the year. It is a full and complete statement of the work, and is intended to give a detailed account of the progress made.

7. The seventh part of the report is a summary of the work done during the year. It is a brief statement of the results of the work, and is intended to give a general idea of the progress made.

8. The eighth part of the report is a detailed account of the work done during the year. It is a full and complete statement of the work, and is intended to give a detailed account of the progress made.

9. The ninth part of the report is a summary of the work done during the year. It is a brief statement of the results of the work, and is intended to give a general idea of the progress made.

10. The tenth part of the report is a detailed account of the work done during the year. It is a full and complete statement of the work, and is intended to give a detailed account of the progress made.

11. The eleventh part of the report is a summary of the work done during the year. It is a brief statement of the results of the work, and is intended to give a general idea of the progress made.

At a regular meeting of the State Roads Commission of Maryland held at the office of the State Roads Commission in Baltimore; Maryland, on Jul 24 1958, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the Town Council of the Town of Centreville, Maryland, at its meeting held on Jun 26 1958, did formally accept for municipal maintenance and assume all other jurisdiction over the aforesaid section of State road; NOW THEREFORE,

BE IT RESOLVED by the State Roads Commission of Maryland, that the foregoing section of State road accepted by the Town of Centreville, by virtue of the resolution adopted by the Town Commissioners of the Town of Centreville, Maryland on Jun 26 1958, be and the transfer of section of State road, as heretofore outlined, is agreed to by the State Roads Commission of Maryland.

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

BY (Sgd.) Robt. O. Bonnell  
Robert O. Bonnell, Chairman

(Sgd.) C. R. Pease  
C. R. Pease, Secretary

Approved as to form  
and legal sufficiency

July 23, 1958  
H. L. Cohen (Sgd.)  
Special Attorney

Approved

7/23/58 Norman M. Pritchett (Sgd.)  
Date Chief Engineer

Copy: Mr. A. S. Gordon  
Mr. N. M. Pritchett  
Mr. W. C. Hopkins  
Mr. R. E. Jones  
Mr. C. A. Goldeisen  
Mr. A. F. Shure  
Mr. G. N. Lewis, Jr. (8)  
Mr. Rolph Townshend (2)  
Mr. W. A. Friend  
Mr. F. P. Scrivener  
Mr. C. L. Wannen

Mr. A. F. DiDomenico (2)  
Mr. F. V. Dreyer  
Mr. C. W. Clawson (4)  
Mr. A. L. Grubb  
Mr. L. C. Moser  
Mr. C. S. Linville  
Mr. H. G. Downs (2)  
Records & Research Section-R/W Dept.  
Secretary's File  
SRC-Queen Anne's County



1. The first part of the report is a general introduction to the subject of the study. It discusses the importance of the problem and the objectives of the research.

2. The second part of the report is a detailed description of the methods used in the study. It includes a discussion of the experimental design, the data collection procedures, and the statistical analysis techniques.

3. The third part of the report is a presentation of the results of the study. It includes a discussion of the findings, a comparison of the results with previous research, and a conclusion about the significance of the study.

4. The fourth part of the report is a discussion of the implications of the study. It includes a discussion of the limitations of the study and suggestions for future research.

5. The fifth part of the report is a summary of the study. It includes a brief overview of the main findings and a final conclusion.

6. The sixth part of the report is a list of references. It includes a list of the books, articles, and other sources used in the study.

7. The seventh part of the report is a list of appendices. It includes a list of the tables, figures, and other supplementary material.

8. The eighth part of the report is a list of footnotes. It includes a list of the notes and references at the bottom of the page.

9. The ninth part of the report is a list of indexes. It includes a list of the subject and author indexes.

10. The tenth part of the report is a list of tables. It includes a list of the tables and their descriptions.

11. The eleventh part of the report is a list of figures. It includes a list of the figures and their descriptions.

*County  
Road System*

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, MARCH 12, 1958

\*\*\*\*\*

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett  
and Mr. John J. McMullen.

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Townshend, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County, section of road in the 3rd Election District known as the Francis Thomas Road, from County Road No. 9 in a northeasterly direction for .259 mile to Capt. Reeves Entrance.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 30-ft. right of way.

In said Report, Mr. Townshend states: "Condition fair; needs widening, draining, and surfacing with bank run gravel; -

"Estimate of Cost

Labor	\$ 52.00
Equipment	280.00
Material	<u>478.00</u>
	\$ 810.00"

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Townshend, Wannen, DiDomenico, Clawson, Lewis, Scrivener.  
Co. Comars. of Q. A. Co.

REPORT OF THE COMMISSIONER OF THE STATE BOARD OF AGRICULTURE  
FOR THE YEAR 1900  
ALBANY, N.Y., 1901

Presented by the Board of Agriculture, Albany, N.Y., 1901.  
and Mr. John A. McGowan.

The report of the Board of Agriculture for the year 1900, and the recommendations of the Board for the year 1901, are presented in this report. The Board of Agriculture is a body of five members, appointed by the Governor, and its duties are to advise the Governor on all matters relating to agriculture, and to make such recommendations as it may deem proper.

The Board of Agriculture has held several public hearings during the year, and has received many suggestions from farmers and other interested parties. The Board has also held several public meetings, and has issued many circulars and bulletins, for the purpose of disseminating information among the farmers of the State.

In this report, the Board of Agriculture presents a summary of its work during the year, and also presents its recommendations for the year 1901. The Board believes that these recommendations will be of great value to the farmers of the State, and that they will be adopted by the Governor.

Summary of Work

Public Hearings	5
Public Meetings	10
Circulars and Bulletins	100

\$ 250.00

For the year 1900, the Board of Agriculture has received from the State a sum of \$250.00, and from the County of Albany a sum of \$100.00. The Board has also received from the State a sum of \$100.00, and from the County of Albany a sum of \$50.00.

# Queen Annes County

SRC 2/11/58

Road Transfer to Queen Anne's County

Copy: Mr. A. S. Gordon  
Mr. N. M. Pritchett  
Mr. W. C. Hopkins  
Mr. C. A. Goldeisen  
Mr. P. A. Morison  
Mr. A. F. Shure  
Mr. G. N. Lewis, Jr. (8)  
Mr. Rolph Townshend (2)  
Mr. W. A. Friend  
Mr. F. P. Scrivener  
Mr. C. L. Wannan  
Mr. A. F. DiDomenico  
Mr. F. V. Dreyer  
Mr. C. W. Clawson (4)  
Mr. A. L. Grubb  
Mr. L. C. Moser  
Mr. C. S. Linville (2)  
Records & Research Section - R/W Div.  
Secretary's File  
SRC-Queen Anne's County





At the regular meeting of the State Roads Commission of Maryland, held at the office of the Commission in Baltimore, Maryland on FEB 11 1958, upon motion duly made and seconded, and pursuant to its action at meeting December 12, 1957, the following resolution was adopted:

WHEREAS, under authority contained in Section 65 of Article 89B of the Annotated Code of Maryland, the State Roads Commission of Maryland is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the several Counties of Maryland, for maintenance purposes, and

WHEREAS, it has been agreed that the following described road(s) shall hereafter be under the jurisdiction of the designated County for maintenance purposes, subject to the continuance in effect of any controls of access which may have been established by the State Roads Commission for the protection of the traveling public and which may be shown and/or designated on the State Roads Commission Plat(s) numbered as hereinafter specified; now therefore

BE IT RESOLVED by the State Roads Commission of Maryland that the following described section(s) of State Highway, located in Queen Anne's County, Maryland, be, and it is, (and they are,) hereby transferred to the Governing Body of Queen Anne's County for maintenance purposes, subject to the continuance in effect of the controls relating to access, as designated on the following plat(s).

Former Route Nos.	From	To	Length	SRC Plat Nos.
Sadler Road	Jackson Creek Rd.	East	0.461 mi.	8238) Co 262 8239)
Winchester Creek Road	Winchester Creek	East	0.155 mi.	(8242 Co 164 (8243
White Marsh or Hayden Station	White Marsh Rd.	Flat Iron Road	0.530 mi.	12113) Co 115 12116)
Pond Town Rd. Relocation	Pond Town Road	Md. 544	0.633 mi.	11526) Co 42 12468) 12469) 12470)
Rosa Villa Rd. Relocation	Md. 290	Southeasterly	0.191 mi.	18099 Co 43

ATTEST:

STATE ROADS COMMISSION OF MARYLAND

(Sgd.) C. R. Pease  
C. R. Pease, Secretary

By (Sgd.) Robt. O. Bonnell  
Robert O. Bonnell, Chairman

\*\*\*\*\*

At the regular meeting of the Governing Body of Queen Anne's County, Maryland, held at its office on March 4, 1958, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission, at its meeting held on FEB 11 1958, did formally transfer to this County, for maintenance purposes, and subject to the continuance in effect of the controls of access shown and/or designated on the hereinbefore mentioned plat(s), the State Road(s) described in the foregoing section of their resolution, bearing the said date, and the Governing Body of this county is willing to accept the aforesaid road(s) into the County Road System, for maintenance purposes; now, therefore,



BE IT RESOLVED by the Governing Body of Queen Anne's County, Maryland, that the foregoing road(s), transferred by the State Roads Commission of Maryland to this County by virtue of the resolution adopted by the State Roads Commission on FEB 11 1958, be, and it is, (and they are,) hereby accepted into the County Road System of this County.

ATTEST:

COUNTY COMMISSIONERS OF  
QUEEN ANNE'S COUNTY, MARYLAND

(Sgd.) Frances C. Legg  
\_\_\_\_\_  
Chief Clerk to the Board of County Commrs.

By (Sgd.) Clayton C. Carter  
\_\_\_\_\_  
President





*Queen Anne's Co.*

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, JANUARY 16, 1958

\*\*\*\*\*

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett  
and Mr. John J. McMullen.

On request of The County Commissioners of Queen Anne's County,  
and on recommendation of District Engineer Townshend, concurred in by  
Chief Engineer Pritchett, the Commission accepted for maintenance as  
part of the County Roads System of Queen Anne's County, section of Calvert  
Jones Road #2, from County Road #36 to .15 mile east in the 4th Election  
District, for a distance of .15 mile.

Road Condition Survey Report submitted by District Engineer  
Townshend that this section of road has been accepted and recorded  
by the County Commissioners of Queen Anne's County, providing  
for a proposed right of way width of 50 ft.

In said Report, Mr. Townshend states: "Solid, some chuck  
holes - recommend widening, draining, and stabilizing with bank run gravel.  
Cost estimated at \$680.00".

Copy: Messrs Pritchett, Hopkins, Morison, Coldeisen, Townshend,  
Wannen, DiDomenico, Clawson, Lewis, Scrivener  
Co. Commrs. of Q.A. Co.  
SRC-Queen Anne's County

*Inu. 3/24/55 as Co. 207 for 0.47 miles.  
16'E - 21' CW.*

EXCERPT FROM MINUTES OF MEETING OF THE STATE BOARD OF HIGHWAYS  
THURSDAY, JANUARY 26, 1939  
Continued

Present: Mr. Robert C. Connally, Chairman, Senator Frank J. Bennett  
and Mr. John L. McCallum.

On request of the County Commissioners of Green Anne's County,  
and on recommendation of District Engineer Townsend, concerned in  
District Engineer District, the Commission accepted for maintenance as  
part of the County Road System of Green Anne's County, section of District  
Engineer Road No. 1, from County Road 550 to 1.5 mile east in the 1st Election  
District, for a distance of 1.5 mile.

Road Commission Survey Report submitted to District Engineer  
Townsend that this section of road has been accepted and recorded  
by the County Commissioners of Green Anne's County, providing  
for a proposed right of way width of 50 ft.

In said Report, Mr. Townsend states: "Solid, good truck  
holes - recommend widening, grading, and stabilizing with some iron filings.  
Cost estimated at \$680.00".

COPY: Senate File 201, Hopkins, Northern, Delaware, Townsend,  
Hansen, Wisconsin, Hanson, Lewis, Schinnerer  
Co. Route of 1.5, No.  
The Green Anne's County

*Mr. Caswell  
I think this  
will clarify the  
no. 1 situation  
by 1/1/58*

*Queen Anne's Co.*

STATE ROADS COMMISSION  
OF MARYLAND

January 6, 1958

TO: Mr. George N. Lewis, Jr.

SUBJECT: Md. Route 544

FROM: C. R. Pease

State Roads Commission  
**TRAFFIC DIVISION**

JAN 7 1958

**Geo. N. Lewis, Jr.**  
Director

Pursuant to our telephone conversation this morning concerning a section of Md. Route 544 for a distance of 1.8 miles in Queen Anne's County, known as the Fingerboard Road, we provide you herewith, for your records, copies of correspondence relative thereto as follows:

Letter of January 29, 1951 from Board of County Commissioners of Queen Anne's County to State Roads Commission

Letter of February 5, 1951 from the undersigned to Board of County Commisssioners, Queen Anne's County

Letter of February 5, 1951 from the undersigned to W. F. Childs, Jr.

Letter of November 26, 1957 from the undersigned to Rolph Townshend, District Engineer

Letter of December 3, 1957 from District Engineer Townshend to the undersigned.

*C. R. Pease*  
*B*

CRP:rlb  
Attachments





COPY

STATE ROADS COMMISSION  
CHESTERTOWN, MARYLAND

December 3, 1957

Mr. C. R. Pease,  
Secretary

Dear Mr. Pease:

I have your letter of November 26 concerning the status of Md. Route 544 for a distance of 1.8 miles.

I note in your letter that you have no record to indicate that the surface-treatment was completed.

This is to advise you that the surface-treatment was completed in the year 1951.

Very truly yours,

Signed - Rolph Townshend

District Engineer

WT:B  
Copies to:  
Mr. Pritchett  
Mr. Dwyer  
Mr. Warren

COPY

STATE ROADS COMMISSION  
CHESTERTOWN, MARYLAND

February 2, 1937

Mr. E. B. Jones  
Secretary  
State of Maryland

I have your letter of January 26 regarding the status  
of the State for a distance of 1.5 miles.  
I have the your letter that you have no money to  
indicate that the status is not as provided.  
This is an error and the status is not as provided.  
I have the your letter that you have no money to

Very truly yours,  
Stanton - State Treasurer

Wm. E. Jones  
Secretary  
State of Maryland

STATE  
COMMISSION  
OFFICE



November 26, 1957

Mr. Rolph Townshend, District Engineer  
State Roads Commission  
Chestertown, Md.

Dear Mr. Townshend:

Following your telephone call to this office on the afternoon of November 21, relative to a section of Maryland 544, we located some file papers which would appear to throw some light on the question of how this 1.8 mile section was intended to be accepted into the State System.

We provide for your file record photo copies of letter from County Commissioners for Queen Anne's County dated January 29, 1951 with attachment and copies of letters dated February 5 from the undersigned to Board of County Commissioners, Queen Anne's County and Mr. W. F. Childs, Jr., Chief Engineer, respectively.

It will be noted in the second paragraph of the writer's letter to Queen Anne's County Commissioners that "the Commission has given approval to the surface treatment, employing State Roads Commission funds, of the 9th item on the list submitted with your letter, which relates to 1.8 miles of Maryland Route 544, known as the Fingerboard Road, which forms a connection in Queen Anne's County from Millington to Chestertown, following which it will be accepted into the State System so as to complete Maryland Route 544 between the points mentioned."

This office has no record to indicate that any advice was ever subsequently given to the Commission that the surface treatment in question was completed so that formal action might have been taken to accept that section into the State System as was intended.

Very truly yours,

C. R. Pease  
Secretary

CRP:s  
CC: Mr. Dreyer



100% COTTON CONTENT

U.S.A.

November 10, 1957

Mr. Ralph Townsend, District Engineer  
State Power Division  
Chattanooga, TN.

Dear Mr. Townsend:

Following your telephone call to this office on the afternoon of November 11, relative to a matter at Highland 141, we advised that this project is not subject to Federal review under the provisions of the Act. This matter was referred to the responsible State agency.

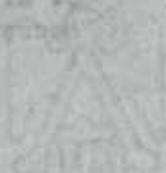
We passed the project file to the State agency of Energy from Energy Development Department, State's Energy Development Division, and advised of the project's status. The project is being handled by the State agency, and we will advise you of any further developments.

It will be noted in the enclosed copy of the letter to the State agency that the project is being handled by the State agency. The project is being handled by the State agency, and we will advise you of any further developments. The project is being handled by the State agency, and we will advise you of any further developments.

This office has no right to interfere with any action that may be taken by the State agency. The project is being handled by the State agency, and we will advise you of any further developments.

Very truly yours,

E. J. Davis  
Secretary



CC: Mr. Rogers

EAGLE-A

COPY

SR 1/31/57  
20 Entry

Queen Anne's

February 5, 1951

Mr. W. F. Childs, Jr.  
Chief Engineer  
State Roads Commission  
Baltimore, Maryland

Dear Mr. Childs:

Herewith is letter from the Board of County Commissioners of Queen Anne's County, dated January 29, which relates to request for road oiling for inclusion in the 1951 surface treatment program.

As Mr. McCain informed you at the time of our discussion February 2, the Commission has acted favorably on the request in the third paragraph of the letter from the Commissioners, relative to surface treatment of the 9th item involving 1.8 miles on Md. Route 544, employing State Roads Commission funds, and its acceptance into the State System upon completion.

Will you please arrange to have the several projects referred to included in the 1951 surface treatment program.

Very truly yours,

C. R. Pease  
Secretary

CCCFMML C. L. Hannon



COPY

February 5, 1961

Board of County Commissioners  
Queen Anne's County  
Centreville, Maryland

Gentlemen:

The Commission, at meeting January 31, gave consideration to the several matters referred to in your January 29 letter relative to surface treatment.

In accordance with your request, the Commission has given approval to the surface treatment, employing State Roads Commission funds, of the 9th item on the list submitted with your letter, which relates to 1.8 miles of Md. Route 544, known as the Fingerboard Road, which forms a connection in Queen Anne's County from Millington to Chestertown, following which it will be accepted into the State System so as to complete Md. Route 544 between the points mentioned. In such action, the Commission has given consideration to the fact that this stretch of highway has been damaged as the result of State Roads' contractors hauling materials in connection with construction of State highways in the area.

Your letter and its accompanying list of projects is being referred to the Engineering Department so that the work involved may be included in the 1961 oiling schedule.

Very truly yours,

C. R. Pease  
Secretary

CRP:ML

CC: Sen. Jos. M. George

Mr. W. F. Childs, Jr.

Mr. C. L. Wannam





BOARD OF COUNTY COMMISSIONERS  
FOR QUEEN ANNE'S COUNTY  
CENTREVILLE, MARYLAND

CASPER T. SENEY, PRESIDENT  
HARRY F. CALLAHAN  
E. OLIVER LEGG

FRANCES C. LEGG, CLERK

January 29, 1951

State Roads Commission  
108 East Lexington Street  
Baltimore, Maryland

Gentlemen:

We hereby submit our request for road oiling and chipping in this county which is to be charged to our account. If these items are charged under our Construction Account, please transfer sufficient funds from our Maintenance Account to take care of them.

The first eight of these items are on the Federal Aid System and we request that they be placed under our Federal Aid Secondary. It will require about \$20,000 to match the Federal Aid appropriation and we understand from Mr. Wannan that that amount is available. All of these items are prepared by grading and gravel surfacing ready for the oil and chips. All of them are to be of Double Armor Coat classification.

The ninth item on this list is 1.8 miles on what we call the "Fingerboard Road". This is a short gap on Route 544 which is the Queen Anne's County Connection from Millington to Chestertown south of the Chester River. This section of road has been discussed with your Chairman, Mr. Russell McCain. The asphalt road mix plant of the Bituminous Construction Company is located on this road. We initially surface-treated this 1.8 mile gap a little over a year ago. Its base is an old oyster shell road and it has held up well under the circumstances. All of the hauling, however, which the Bituminous Construction Company has needed for the building of about 13 miles of road from Church Hill to the Delaware Line; about  $4\frac{1}{2}$  miles from Sudlersville to Unicorn Mill; and, we think, the Cordova Road, has been done over this particular section of Route 544. Practically all of the damage to this road has been done by their trucks. Therefore, we hope that you will retreat this item under state maintenance and then take it into the state system so as to complete Route 544.

As a background for this request we have discussed with your Mr. McCain, through our local representative and your former member, Mr. Joseph M. George, the two claims which we have had for sometime with your department. These claims cover excessive costs on the last contract of the Ruthsburg Road and the contract for the building of Island Creek Bridge. The mistakes or oversights on these two contracts were expensive to our county, but we are willing to drop any claims pertaining to same if you will accept our proposition to Double Armor Coat the above described gap on Route 544 and take it into the system.





- 2 -

Items 10, 11 and 12 are on two pieces of road which we have requested through your Mr. Lewis to be taken into the Federal Aid System. If these are accepted, please include them in our Federal Aid 1951 program.

The remaining items, 13 to 21 inclusive, are on county roads and will have to be done entirely at this county's expense. We will provide the necessary funds for the completion of this program, as outlined above, either from our Maintenance Fund or from the county treasury.

Very truly yours,

COMMISSIONERS OF QUEEN ANNE'S COUNTY

By:

President





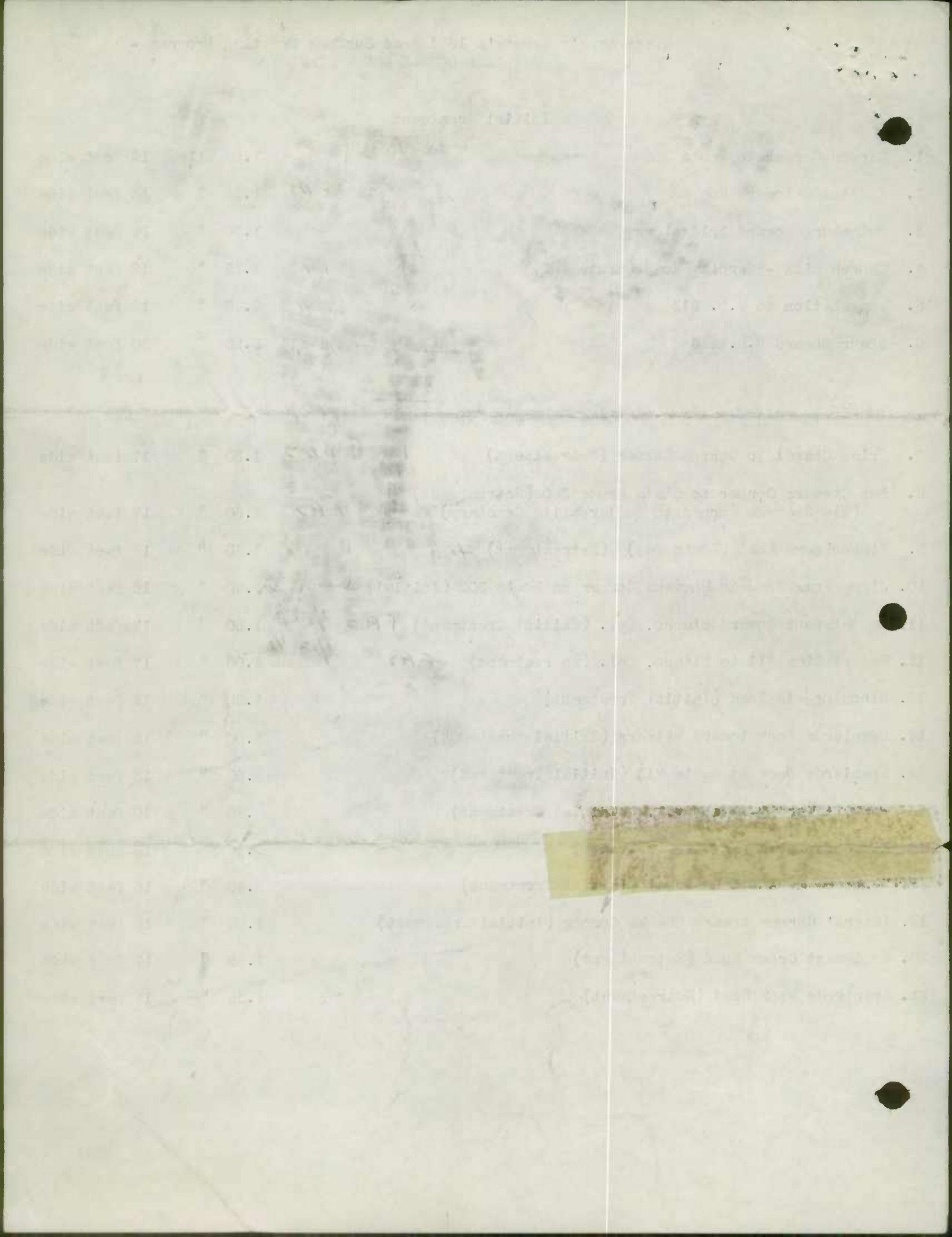
Queen Anne's County's 1951 Road Surface Treating Program -  
ALL DOUBLE ARMOR COAT

It <sup>"14"</sup>

Initial Treatment			
1.	Carson Corner to Route 302	1.50 Miles	16 feet wide
2.	Ingleside toward Roe	1.55 "	16 feet wide
3.	Ruthsburg toward Bridgetown	1.00 "	18 feet wide
4.	Church Hill - Barclay Road (Route 302)	1.25 "	18 feet wide
5.	Wye Station to U.S. 213	0.70 "	18 feet wide
6.	Starr toward U.S. 213	2.20 "	20 feet wide

"13"

Retreatment			
7.	Price Chapel to Carson Corner (Retreatment)	1.30 "	17 feet wide
8.	Ben Stevens Corner to State Route 300 (Retreatment) (Via Stevens Corner to Sudlersville Cemetery)	4.50 "	17 feet wide
9.	Fingerboard Road (Route 544) (Retreatment)	1.80 "	18 feet wide
10.	Jimmy Foxx Road to Stevens Corner on Route 302 (Initial)	1.80 "	16 feet wide
11.	Ben Stevens toward Blanco, Del. (Initial Treatment)	1.60 "	17 feet wide
12.	End of Item #11 to Blanco, Del. (Retreatment)	about 2.00 "	17 feet wide
13.	Bloomington Road (Initial Treatment)	1.80 "	16 feet wide
14.	Spaniards Neck toward Wilmers (Initial Treatment)	1.80 "	16 feet wide
15.	Spaniards Neck at Route 213 (Initial Treatment)	.50 "	18 feet wide
16.	Perry's Corner- Grasonville (Initial Treatment)	.90 "	16 feet wide
17.	Round Top Road (Initial Treatment)	1.80 "	16 feet wide
18.	Route 50 to B & E Railroad (Initial Treatment)	.40 "	16 feet wide
19.	Peters' Corner toward Shenks Corner (Initial Treatment)	1.50 "	16 feet wide
20.	Southeast Creek Road (Retreatment)	1.85 "	17 feet wide
21.	Spaniards Neck Road (Retreatment)	1.65 "	17 feet wide





*Queen Anne's County*  
*Mr. Cassell*  
→ Corrected Copy

Copy: Messrs Pritchett, Morison, Townshend, Wannan, Hopkins, Goldeisen, Clawson,  
Scrivener, DiDomenico, Lewis.  
Co. Commrs. of Queen Anne's Co.  
SRC- Queen Anne's County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, DECEMBER 12, 1957

\*\*\*\*

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett and  
Mr. John J. McMullen.

On recommendation of Chief Engineer Pritchett in letter of  
December 9, 1957, the Commission accepted as part of the County Roads System of  
Queen Anne's County the following roads which were constructed as service roads  
or replacement roads by the Commission in connection with the construction of  
the Blue Star Memorial Highway:

Saddler Road, in the Fourth Election District, from Jackson Creek  
Road to Saddler Farm Ent., for a distance of .461 mi.; providing  
for a 47 - 51 ft. right of way

*Co. 261*  
*Inv. 3/13/58*

Winchester Creek Road, in the Fifth Election District, from  
Evans Avenue County Road to Creek, for a distance of .155 mi.;  
providing for a 40 ft. right of way

*Co. 164*  
*Inv. 3/15/58*

White Marsh Road, in the Third Election District, from County  
Road No. 23 to County Road No. 33, for a distance of .530 mi.;  
providing for a 80 ft. right of way

*Co. 115*  
*Inv. 3/7/58*

McFadden Mill Rd. (ext. of Shine Smith) or Rosa Villa Rd., in the  
First Election District, from R. 290 to County Rd. #2 Roberts Road,  
for a distance of .1926 mi.; providing for a 80 ft. right of way

*Co. 48*  
*Inv. 4/4/58*

<sup>14</sup>  
Pondtown-Villington Road, in the Seventh Election District, from R.  
544 to County Rd. #5, for a distance of .633 mi.; providing for  
a 80 ft. right of way

*Co. 42*  
*Inv. 7/30/56*

Road Condition Survey Reports prepared by District Engineer Townshend  
at the request of Chief Engineer Pritchett indicate that the rights of way as  
set forth above were acquired by the State Roads Commission.

In said Reports, Mr. Townshend states:

Saddler Road: "Road in good condition. Recently surface treated  
by State Roads Commission. Estimated Cost \$50.00  
Drainage and light patching"

Winchester Creek Road: "Condition good Maintenance by State Roads  
Commission. Recently surface treated Estimate \$100.00  
Drainage, Light Patching"





White Marsh Road: "Condition good. Recommend surface treatment  
Estimated Cost \$2000.00. Drainage, shaping, surface  
treatment."

McFadden Mill Rd. (ext. of Shinn Smith or Rosa Villa Rd.); "Condition  
Good Recently surface treated by State Roads  
Commission Estimate Cost \$50.00 Drainage and light  
patching"

Pondtown-Villington Roads: "Condition Good Needs shaping for Surface  
Treatment Estimated Cost \$2500.00 Drainage, shaping,  
surface treatment"

In aforesaid letter, Mr. Pritchett states that the County has agreed to  
take these roads over from the State, and that Mr. Lewis has made arrangements to  
include this mileage in the Queen Anne's County mileage for participation in the  
Motor Vehicle revenues' distribution for the fiscal year 1959 on the basis that this  
acquisition by the County was agreed to several weeks ago.





Copy: Messrs. Pritchett, Morison, Townshend, Wannan, Hopkins, Goldstein,  
Clawson, Scrivener, DiDomenico, Lewis,  
Co. Commrs. of Queen Anne's Co.  
SRC-Queen Anne's Co.

*See Corrected Copy*

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, DECEMBER 12, 1957

\*\*\*

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett and  
Mr. John J. McMullen.

On request of District Engineer Townshend in letter of November 29,  
1957, and on recommendation of Chief Engineer Pritchett in letter of December  
9, 1957, the Commission accepted as part of the County Roads System of Queen  
Anne's County the following sections of road:

*TABLED Co. 261  
0.43-18'E  
Inv. 3/23/55*  
Saddler Road, in the Fourth Election District, from Jackson  
Creek Rd. to Saddler Farm Ent., for a distance of .461 mi.;  
providing for a 47 - 51 ft. right of way

*TABLED Co. 164  
0.15-15'E  
Inv. 3/15/55*  
Winchester Creek Road, in the Fifth Election District, from  
Evans Avenue County Road to Creek, for a distance of .155  
mi.; providing for a 49 ft. right of way

*TABLED Co. 115  
0.53-20'E  
Inv. 3/7/55*  
White Marsh Road, in the Third Election District, from County  
Road No. 23 to County Road No. 33, for a distance of .530 mi.;  
providing for an 80 ft. right of way

*TABLED Co. 43  
0.23-20'E  
Inv. 4/6/55*  
McFadden Mill Rd. (ext. of Shine Smith) or Rosa Villa Rd., in  
the First Election District, from R. 290 to County Rd. #2,  
Roberts Road, for a distance of .1926 mi.; providing for an  
80 ft. right of way

*TABLED Co. 42  
0.05-16'E  
0.28-21'E  
Inv. 7/30/54*  
Pontown-Millington Road, in the Seventh Election District,  
from R. 544 to County Rd. #5, for a distance of .633 mi.;  
providing for an 80 ft. right of way.

Road Condition Survey Reports submitted by District Engineer Town-  
shend indicate that these sections of roads have been accepted and recorded  
by the County Commissioners of Queen Anne's County, providing for rights of way  
as set forth above.

In said Reports, Mr. Townshend states:

Saddler Road: "Road in good condition Recently surface treated  
by State Roads Commission Estimated Cost \$50.00  
Drainage and light patching"

Winchester Creek Road: "Condition good Maintenance by State Roads  
Commission. Recently surface treated Estimate \$100.00  
Drainage, Light Patching"

White Marsh Road: "Condition good Recommend surface treatment  
Estimated Cost \$2000.00 Drainage, shaping, surface  
treatment"

McFadden Mill Rd. (ext. of Shine Smith or Rosa Villa Rd.): "Condi-  
tion Good Recently surface treated by State Roads  
Commission Estimate Cost \$50.00 Drainage and light  
Patching"



FOR THE ROAD

State Roads Commission  
**TRAFFIC DIVISION**

DEC 23 1937  
**Geo. N. Lewis, Jr.**  
Director

REPORT OF THE COMMISSIONER OF HIGHWAYS  
ON THE PROGRESS OF THE STATE ROAD SYSTEM  
DURING THE YEAR 1937


THE COMMISSIONER OF HIGHWAYS, in his report for the year 1937, has the honor to submit to the State Road Commission a detailed account of the progress of the state road system during the year.

The report is divided into two main parts: the first part contains a general statement of the progress of the state road system, and the second part contains a detailed account of the progress of the state road system in each of the several counties of the state.

The progress of the state road system during the year 1937 has been very satisfactory. The total mileage of state roads has increased from 1,200 miles in 1936 to 1,400 miles in 1937. The total amount of money expended for the improvement of state roads has been \$1,000,000.

The progress of the state road system in each of the several counties of the state has also been very satisfactory. The total mileage of state roads in each county has increased, and the total amount of money expended for the improvement of state roads in each county has also increased.

Pondtown-Millington Road: "Condition Good Needs shaping for  
Surface Treatment Estimated Cost \$2500.00  
Drainage, shaping, surface treatment"







EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, OCTOBER 16, 1957  
\*\*\*\*\*

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett and Mr. John J. McMullen.

On request of The County Commissioners of Queen Anne's County, and on recommendation of District Engineer Townshend, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County, section of road known as the Shopping Center Road, from Route 18 to a private service road to shopping center, for a distance of 612 ft., in the Fourth Election District.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a proposed right of way width of 50 ft.

In said Report, Mr. Townshend states: "Condition, newly built, good."

"Estimated Cost

Labor	\$ 60.00
Equipment	90.00
Material	<u>284.30</u>
	\$434.30"

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Townshend, Wannen, DiDomenico, Clawson, Lewis, Scrivener  
Co. Commrs. of Q.A.Co.  
SRC-Queen Anne's Co.

60263  
To Be Inv.



REPORT FROM COMMITTEE ON REPORTING OF THE STATE BOARD OF  
 EXAMINERS, OCTOBER 10, 1921

Present: Mr. Robert G. Kennedy, Chairman, Governor's Board of  
 Examiners and Mr. John J. Kennedy.

On request of the County Commissioners at Green Lake  
 County, and on recommendation of the Board of Examiners  
 constituted in the United States District Court, the Commission accepted  
 for examination as part of the County Board of Examiners at Green Lake  
 County, a portion of the land known as the "Manning Center Road, from  
 corner 10 to a private survey road to existing corner, for a 1/2-  
 section of 612 ft. in the town of Jackson, District.

Good land in Green Lake County having been acquired by the  
 United States District Court and sold to the State of Wisconsin  
 and recorded by the County Commissioners of Green Lake  
 County, providing for a proposed right of way of 10 ft.

In said report, Mr. Kennedy stated: "Condition, fairly  
 good."

Estimated Cost	
Land	100.00
Improvement	20.00
Survey	20.00
	<hr/>
Total	140.00

For: Robert G. Kennedy, Chairman, Board of Examiners, Green Lake  
 County, Wisconsin, January, 1922.  
 No. 1000 of 1922.  
 The Green Lake Co.

100% Pure Union Skin

State Roads Commission  
**TRAFFIC DIVISION**

AUG 15 1957

Geo. N. Lewis, Jr.  
Director

August 13, 1957

Mr. E. Oliver Legg, Sr.  
County Commissioners of Queen Anne's County  
Centreville, Maryland

Dear Mr. Legg:

Your letter of July 23 requested that we give consideration to including the road leading from the town limits of Centreville on Corsica River to Corsica Creek, a distance of 330 feet in the County road system for maintenance.

We have checked into the matter and find that the County Highway mileage data as of December, 1956 has been computed for the distribution of funds effective July 1, 1957. Under the circumstances, it would not be deemed advisable to include the road section at this late date.

We will, however, include the section as an addition to the system during the year 1957 which will be reflected in the fund distribution beginning July 1, 1958.

Hoping that this arrangement will be satisfactory, I am

Sincerely,

*ROB*

Robert O. Bonnell  
Chairman

ROB/see

cc: Mr. N. M. Pritchett  
Mr. C. H. Lewis





Queen Anne's Co.  
(Centreville)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, JULY 31, 1957

\*\*\*\*\*

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett  
and Mr. John J. McMullen.

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Townshend, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County, the Long Bridge Road, from the town limits of Centreville to the center line of the bridge over Corsica River, for a distance of 330 feet, in the Third Election District of Queen Anne's County.

Road Condition Survey Report submitted by District Engineer Townshend indicates a 30 ft. right of way "by usage of 20 years plus" and that "This was a State maintained County Road prior to 1947, when the Centreville Town Limits were enlarged to include this piece. In 1956 the Centreville Town Limits were contracted putting this piece out of Town Limits again."

Mr. Townshend also states in said Report: "needs patching, leveling, and widening."

"Estimated Cost

Labor & Materials	\$100.00
Equipment	<u>30.00</u>
	\$130.00"

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Townshend, Wannen,  
DiDomenico, Clawson, Lewis, Scrivener  
Co. Comms. of Queen Anne's Co.  
SRC-Queen Anne's Co.

Co III





JUL 30 1957

Geo. N. Lewis, Jr.  
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, JULY 24, 1957

\*\*\*

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett  
and Mr. John J. McFullen.

On request of The County Commissioners of Queen Anne's  
County, and on recommendation of District Engineer Townshend,  
concurrent in by Chief Engineer Pritchett, the Commission accepted  
for maintenance as part of the County Roads System of Queen Anne's  
County, the Pig Pen Point Road, from Keha Road to the Hampshire  
Property, a distance of 0.40 mile, in the 5th Election District of  
Queen Anne's County.

Road Condition Survey Report submitted by Mr. Townshend  
indicates that this section of road has been accepted and recorded  
by the County Commissioners of Queen Anne's County, providing for a  
30 ft. right of way.

In said Report, Mr. Townshend states: "Partly graded and  
drained. Some bank-run gravel has been added. Recommend, widen,  
drain and stabilize with bank-run gravel."

"Estimate of Cost

Labor	\$ 120.00
Material	300.00
Equipment	<u>275.00</u>
Total	<u>\$ 695.00"</u>

Copy: Mr. H. M. Pritchett  
Mr. W. C. Hopkins  
Mr. P. A. Morison  
Mr. C. A. Goldeisen  
Mr. Ralph Townshend (2)  
Mr. C. L. Wannen  
Mr. A. F. DiDomenico  
Mr. C. W. Clowson  
Mr. G. N. Lewis, Jr. ✓  
Mr. F. P. Scrivener  
Co. Commrs. of Q.A. Co.  
SRC-Queen Anne's County

TAB AS OP 520  
Now Co 262  
57-32

Q.R. 520 TO CO

Inv. 3/15/55 - 0.40 miles





Queen Anne's Co.  
Mrs. Fessell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, FEBRUARY 6, 1957

Present: Senator Edgar T. Bennett and Mr. John J. McMullen

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Townshend, concurred in by Chief Engineer Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County, section of road leading from Route 33 to Chesapeake Drive in Bay City Development, in the 4th Election District, known as Bay City Road and Bayside Drive, for a distance of 1.2 miles.

Road Condition Survey Report submitted by District Engineer Townshend, indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a right of way width of 50 feet.

In said Report, Mr. Townshend states: "Partly graded and drained - needs grading, draining and stabilized with bank-run gravel." - ,

" Estimate of Cost

Labor	\$ 200.00
Equipment	2500.00
Material	950.00

\$3650.00

WERE OP  
ROADS 544 + 548  
57.21

Now to 259 + 260

BAY CITY RD. WAS 0P548 + NW 029  
BAYSIDE DR. WAS 0P548 + NW 029

Copies: Messrs. Pritchett  
Hopkins  
Shure  
Morison  
Goldeisen  
Townshend  
Wannen  
DiDomenico  
Olawson  
Lewis  
Scrivener  
Comms. of Q. A. Co.  
Queen Anne's County

See Mr Gorsuch for  
location



REPORT FROM MEMBERS OF THE STATE BOARD OF COMMISSIONERS  
 WEDNESDAY, FEBRUARY 6, 1917

Present: Senator Edgar T. Bennett and Mr. John J. McMillan

An account of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Townsend, conducted in by Civil Engineer Pittsford, the Commission approved for maintenance on part of the County Road System of Queen Anne's County, section of road from a house to a house, in the City of Seattle, in the City of Seattle, for a distance of 1.5 miles.

Road Condition Survey Report submitted by District Engineer Townsend, indicates that the condition of road was poor and that the road was in need of repair. The Commission approved the report and authorized the District Engineer to proceed with the necessary work.

In this report, Mr. Townsend stated that the road was in poor condition and that the road was in need of repair. The Commission approved the report and authorized the District Engineer to proceed with the necessary work.

Summary of Road

Material	200.00
Equipment	100.00
Other	90.00
<b>Total</b>	<b>390.00</b>

- County: Queen Anne's  
 District: Pittsford  
 Section: 1.5 miles  
 Road: 1.5 miles  
 Condition: Poor  
 Recommendation: Repair  
 Approved: District Engineer  
 Date: February 6, 1917  
 County: Queen Anne's

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, DECEMBER 6, 1956

\*\*\*\*\*

Present: Mr. Robert O. Bonnell, Chairman, Senator Edgar T. Bennett and Mr. John J. McMullen

On request of the County Commissioners of Queen Anne's County, and on recommendation of the Engineering Division, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County, section of road in the 4th Election District known as the Jean Road, from Bryan Road to the Jean Property for a distance of 600 feet.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a proposed right of way width of 30 feet.

In said Report, Mr. Townshend states: "Condition poor; grade, drain and stabilize with gravel." -

"Estimate of Cost

Labor	\$ 100.00
Equipment	260.00
Material	<u>90.00</u>

Total: \$ 450.00"

Copy: Messrs Pritchett, Hopkins, Shure, Morison, Goldelsen, Townshend, Wannen, DiDomenico, Clawson, Lewis, Scrivener  
Co. Commrs. Q.A. Co.  
SRC-Queen Anne's Co.

*Co. 228 Extension*

*Inventoried - 3/28/55 - O.P. 228*

# EAGLE-A

## Corporation Skin

RIGHTS OF THE UNITED STATES OF AMERICA  
 PATENT OFFICE, WASHINGTON, D. C. 20540

INVENTOR: J. Edgar Hoover, Jr., Washington, D. C.  
 ATTORNEY: J. Edgar Hoover, Jr., Washington, D. C.

The present invention relates to a new and improved method of skin treatment, and more particularly to a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like. The method of the present invention is characterized by the use of a special skin treatment composition which is applied to the skin in a controlled manner, and which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.

The present invention is a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like. The method of the present invention is characterized by the use of a special skin treatment composition which is applied to the skin in a controlled manner, and which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.

The present invention is a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like. The method of the present invention is characterized by the use of a special skin treatment composition which is applied to the skin in a controlled manner, and which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.

### Summary of Invention

1. The present invention is a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.	1. The present invention is a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.
2. The present invention is a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.	2. The present invention is a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.
3. The present invention is a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.	3. The present invention is a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.
4. The present invention is a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.	4. The present invention is a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.
5. The present invention is a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.	5. The present invention is a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.

The present invention is a method of skin treatment which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like. The method of the present invention is characterized by the use of a special skin treatment composition which is applied to the skin in a controlled manner, and which is adapted for use in the treatment of skin diseases, such as eczema, psoriasis, and the like.



File

COPY  
STATE ROADS COMMISSION  
CHESTERTOWN, MARYLAND

State Roads Commission  
TRAFFIC DIVISION

NOV 27 1956

Geo. N. Lewis, Jr.  
Director

November 26, 1956

Mr. A. F. Shure,  
Assistant to Chief Engineer

Dear Mr. Shure:

Referring to your letter of November 23 concerning the two roads in Queen Anne's County which were recommended by the County Commissioners to be taken into the County System, and about which I wrote Mr. Pritchett on Oct. 23, 1956, I note that the opinion from the attorney general's office indicates that a road with a right of way width of less than 30 feet cannot be accepted into the County System.

With this in mind, I would suggest that the Jean road be accepted into the County System in accordance with the County Commissioners' request. They state that the right of way width of this road is 30 feet.

I will advise the County Commissioners of our decision concerning the taking of the Seventh Day Adventist Church Road into the County System.

I would appreciate it very much if you would have the condition survey report of this road returned to me.

Very truly yours,

Signed - Rolph Townshend

District Engineer

RT:B  
Copies to:  
Mr. Lewis ✓  
Mr. Leaverton





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, APRIL 12, 1956

\*\*\*\*\*

OK JF 8-1-56

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and  
Mr. Bramwell Kelly.

On request of the County Commissioners of Queen Anne's County,  
and on recommendation of District Engineer Rolph Townshend, concurred in  
by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County the following sections of road:

OP. 541 Maryland Avenue, leading from County Road No. 19 to the end  
of the Baker Property, for distance of 500 feet, in the 4th Election District CO 252  
56-222

OP. 543 Love Point Avenue, leading from County Road No. 19 to Chesapeake  
Bay Shoreline, for distance of .15 mile, in the 4th Election District CO 223 (EXY)  
56-44

Road Condition Survey Reports submitted by District Engineer  
Townshend indicate that these sections of road have been accepted and  
recorded by the County Commissioners of Queen Anne's County, providing  
for a 50 ft. right of way.

In said Reports, Mr. Townshend states with regard to Maryland  
Avenue:

"Condition fair, needs some drainage and gravel added.  
Estimated Cost

Labor	\$ 125.00
Equipment	150.00
Material	37.00
	<hr/>
	\$ 312.00"

and with regard to Love Point Avenue:

"Condition fair. Needs grading, draining, and stabilized  
with gravel.  
Estimate of Cost

Labor	\$ 130.00
Equipment	160.00
Material	90.00
Moving Pole Line	300.00
	<hr/>
	\$ 690.00"

Copy: Messrs Pritchett, Morison, Scrivener, Lewis, Hopkins, Goldeisen, DiDomenico,  
Wannen, Townshend, Clawson,  
SRC-Q. A. Co.  
Co.Comm. Q.A. Co.





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, MARCH 22, 1956

\*\*\*\*\*

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly

On request of the County Commissioners of Queen's Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County the following sections of road:

WAS OP 5542

56-40

Quinn Road, in 5th Election District, from Route 18 in a southerly direction to end of road, for a distance of 0.10 mile, between dual route 50 and Kent Narrows.

CO 253

WAS  
OP ROADS  
515 + 516

King's Store Road, in 5th Election District, from Route 18 in a southerly and easterly direction for a distance of 0.20 mile, to Melvin Avenue.

CO 254  
CO 253  
(56-39)

Road Condition Survey Reports submitted by District Engineer Townshend indicate a right of way width of 12ft. by right of usage, on these two sections of road.

In said Reports, Mr. Townshend states, in regard to Quinn Road - "Road fair - Needs some material added", and in regard to the King's Store Road - "Good condition, needs gravel added and periodical blading."

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Townshend, Wannan, DiDomenico, Clawson, Lewis, Scrivener  
Co. Commrs. of Q.A. Co.  
SRC- Queen Anne's Co.



EXHIBIT FROM MINUTES OF MEETING OF THE STATE BOARD OF MINES

THURSDAY, MARCH 22, 1934

Page 10

8-10-10-101

Present: Mr. Russell B. McLean, Chairman, Tennessee Board of Mines, Nashville, Tenn.  
Mr. Russell B. McLean, Chairman, Tennessee Board of Mines, Nashville, Tenn.

The report of the Board of Mines, Tennessee, for the year 1933, is being presented to the Board of Mines, Tennessee, for its consideration. The report is being presented to the Board of Mines, Tennessee, for its consideration. The report is being presented to the Board of Mines, Tennessee, for its consideration.

Under Item 1, in the section entitled, "New Mines," it is stated that a new mine was discovered in the county of Davidson, Tennessee, in the year 1933. The mine is located in the county of Davidson, Tennessee, in the year 1933.

Under Item 2, in the section entitled, "New Mines," it is stated that a new mine was discovered in the county of Davidson, Tennessee, in the year 1933. The mine is located in the county of Davidson, Tennessee, in the year 1933.

Under Item 3, in the section entitled, "New Mines," it is stated that a new mine was discovered in the county of Davidson, Tennessee, in the year 1933. The mine is located in the county of Davidson, Tennessee, in the year 1933.

Under Item 4, in the section entitled, "New Mines," it is stated that a new mine was discovered in the county of Davidson, Tennessee, in the year 1933. The mine is located in the county of Davidson, Tennessee, in the year 1933.

Under Item 5, in the section entitled, "New Mines," it is stated that a new mine was discovered in the county of Davidson, Tennessee, in the year 1933. The mine is located in the county of Davidson, Tennessee, in the year 1933.

# QUEEN ANNES COUNTY

## EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION WEDNESDAY, NOVEMBER 30, 1955

\*\*\*\*\*

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly

On request of the County Commissioners for Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County the following sections of roads. Road Condition Survey Reports submitted by District Engineer Townshend indicate that rights of way for the Kent Fort Manor Road and Saddler Road have been acquired by the County Commissioners and recorded and for the South Road by right of usage, providing for right of way width, as well as present condition of road and recommended improvement with estimated cost of proposed improvement, as set forth below:

To be Inv.

### Section of Road

### R/W

### Condition, Recommended Improvement and Estimated Cost

Road leading from Kent Point Road to Warren Shuping's Gate, known as the Kent Fort Manor Road, length 1.25 miles, in the 4th Election District.

Co 248  
55-37

"This is a new location for farms adjoining. Needs grading, draining and surfacing with bank-run gravel."

### Estimate of Cost

Labor	\$ 850.00
Materials	1,215.00
Equipment	14,110.00
	<u>\$16,175.00</u>

To be Inv.

Road leading from Route 18 to west end of the Buckel property, known as the Saddler Road, length .10 mile, in the 5th Election District.

Co 245  
55-38

30'

"Condition good, recommend widening and surfacing with back-run gravel."

### Estimate of Cost

Labor	\$ 30.00
Materials	78.00
Equipment	170.00
	<u>\$ 278.00</u>

To be Inv.

Road leading from Route 18 in a southerly direction between Grasonville and the Kent Narrows, known as the South Road, for distance of 0.14 mile, in the 5th Election District.

Co 181

12'

"Good condition - needs periodical scraping and gravel added when needed."

Copy: Messrs Pritchett, Morison, Goldeisen, DiDomenico, Lewis, Hopkins, Townshend, Wannen, Clawson, Scrivener.  
Co. Commrs. Q.A. Co,  
SRC-Queen Anne's Co.



REPORT OF THE COMMISSIONER OF THE BUREAU OF LANDS  
WASHINGTON, D.C. 20250

Presented to the Senate and House of Representatives  
January 19, 1925

The following is a summary of the work of the Bureau of Lands during the year 1924. The Bureau has been very active in the disposal of public lands, and has been successful in securing for the Government a large amount of land. The work of the Bureau has been divided into three main branches: the disposal of public lands, the management of public lands, and the protection of public lands. The disposal of public lands has been the most important work of the Bureau, and has resulted in the sale of a large amount of land to private owners. The management of public lands has been the second most important work of the Bureau, and has resulted in the improvement of the public lands. The protection of public lands has been the third most important work of the Bureau, and has resulted in the preservation of the public lands.

Disposal of Public Lands	
Land sold	1,111,000
Land leased	1,111,000
Land withdrawn	1,111,000
Land reserved	1,111,000
Land donated	1,111,000
Land acquired	1,111,000
Land reclaimed	1,111,000
Land reserved	1,111,000
Land donated	1,111,000
Land acquired	1,111,000
Land reclaimed	1,111,000

Disposal of Public Lands  
The following is a summary of the work of the Bureau of Lands during the year 1924. The Bureau has been very active in the disposal of public lands, and has been successful in securing for the Government a large amount of land. The work of the Bureau has been divided into three main branches: the disposal of public lands, the management of public lands, and the protection of public lands. The disposal of public lands has been the most important work of the Bureau, and has resulted in the sale of a large amount of land to private owners. The management of public lands has been the second most important work of the Bureau, and has resulted in the improvement of the public lands. The protection of public lands has been the third most important work of the Bureau, and has resulted in the preservation of the public lands.

Management of Public Lands	
Land sold	1,111,000
Land leased	1,111,000
Land withdrawn	1,111,000
Land reserved	1,111,000
Land donated	1,111,000
Land acquired	1,111,000
Land reclaimed	1,111,000
Land reserved	1,111,000
Land donated	1,111,000
Land acquired	1,111,000
Land reclaimed	1,111,000

Management of Public Lands  
The following is a summary of the work of the Bureau of Lands during the year 1924. The Bureau has been very active in the disposal of public lands, and has been successful in securing for the Government a large amount of land. The work of the Bureau has been divided into three main branches: the disposal of public lands, the management of public lands, and the protection of public lands. The disposal of public lands has been the most important work of the Bureau, and has resulted in the sale of a large amount of land to private owners. The management of public lands has been the second most important work of the Bureau, and has resulted in the improvement of the public lands. The protection of public lands has been the third most important work of the Bureau, and has resulted in the preservation of the public lands.

Protection of Public Lands	
Land sold	1,111,000
Land leased	1,111,000
Land withdrawn	1,111,000
Land reserved	1,111,000
Land donated	1,111,000
Land acquired	1,111,000
Land reclaimed	1,111,000
Land reserved	1,111,000
Land donated	1,111,000
Land acquired	1,111,000
Land reclaimed	1,111,000

Protection of Public Lands  
The following is a summary of the work of the Bureau of Lands during the year 1924. The Bureau has been very active in the disposal of public lands, and has been successful in securing for the Government a large amount of land. The work of the Bureau has been divided into three main branches: the disposal of public lands, the management of public lands, and the protection of public lands. The disposal of public lands has been the most important work of the Bureau, and has resulted in the sale of a large amount of land to private owners. The management of public lands has been the second most important work of the Bureau, and has resulted in the improvement of the public lands. The protection of public lands has been the third most important work of the Bureau, and has resulted in the preservation of the public lands.

Summary of the work of the Bureau of Lands during the year 1924. The Bureau has been very active in the disposal of public lands, and has been successful in securing for the Government a large amount of land. The work of the Bureau has been divided into three main branches: the disposal of public lands, the management of public lands, and the protection of public lands. The disposal of public lands has been the most important work of the Bureau, and has resulted in the sale of a large amount of land to private owners. The management of public lands has been the second most important work of the Bureau, and has resulted in the improvement of the public lands. The protection of public lands has been the third most important work of the Bureau, and has resulted in the preservation of the public lands.

*Small  
copy for  
reference one or  
please assign a  
control section number  
for this 11/23/55*

COPY

STATE ROADS COMMISSION  
108 EAST LEXINGTON STREET  
BALTIMORE 3, MD.

State Roads Commission  
TRAFFIC DIVISION

NOV 23 1955

Geo. N. Lewis, Jr.  
Director

November 23, 1955

Mr. Rolph Townshend, District Engineer  
Chestertown, Maryland

Dear Mr. Townshend:-

I am advised by Mr. Goldeisen that the section of the Blue Star Memorial Highway between Route #213 and #305 constructed under Q-168-26-220 has been accepted for maintenance, so therefore, will you immediately start maintenance on it.

I am at a loss to know why you question whether this road has been accepted for maintenance or not because Mr. Goldeisen in his letter to you of September 27th which was in reply to your letter of September 26th to the Chief Engineer, advised you that the road had been accepted from the contractor, except for the painting of the guard-rail.

Very truly yours,

P. A. Morison  
Director of Highway Maintenance

PAM/blg

cc: Mr. G. N. Lewis, Jr.

I assume that Mr. Townshend has been furnished with a Control Number, if not, will you please see that he receives one.)

*Control Section  
assigned 10/24/54*



STATE ROAD COMMISSION  
100 EAST LEANING STREET  
BALTIMORE 3, MD.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, AUGUST 24, 1955

\*\*\*\*\*

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett  
and Mr. Bramwell Kelly.

On request of the County Commissioners for Queen Anne's  
County, and on recommendation of District Engineer Ralph Townshend,  
concurred in by Chief Engineer Norman M. Pritchett, the Commission  
accepted for maintenance as part of the County Roads System of  
Queen Anne's County the Chester River Beach Road, from County  
Road #29 to include Winchester Road and Chester River Drive In  
its entirety, in the 5th Election District, length 1.25 miles.

Road Condition Survey Report submitted by District  
Engineer Townshend indicates that this section of road has  
been accepted and recorded by the County Commissioners of  
Queen Anne's County, providing for a 50 ft. right of way.

In said Report, Mr. Townshend states: "Fair condition,  
Needs widening and stabilizing with bank run gravel" -

"Estimated Cost

Labor	\$ 250.00
Equipment	2,300.00
Materials	<u>1,145.00</u>

TOTAL - - - \$ 3,695.00"

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Townshend, Wannan  
DiDomenico, Clawson, Lewis, Scrivener  
Co. Commrs. Q.A. Co.  
SRC-Queen Anne's County

~~TO BE INV.~~

SEE NEW INV. #5 165-166-167

Carbon Copy 2X

QA





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, JUNE 23, 1955

\*\*\*\*\*

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly.

On request of the Board of County Commissioners for Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County, section of road leading from County Road No. 4 to County Road No. 4, a distance of 1.65 miles, including roads known as Queen Anne's Road and Calvert Road as shown on plat of the Marling Farms Development, in the Fourth Election District of Queen Anne's County.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 50 ft. right of way.

In said Report, Mr. Townshend states: "Road partially graded and drained. Needs widening in places, proper drainage structures and stabilized with bank run gravel." -

"Estimate of Cost

Equipment	\$ 6,750.00
Material	1,120.00
Labor	<u>475.00</u>

TOTAL - - \$ 8,345.00"

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Wannan, Townshend, DiDomenico, Clawson, Lewis, Scrivener.  
Co. Commrs. for Q. A. Co.  
SRC-Queen Anne's County





*Mr. Russell*

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, MAY 19, 1955

\*\*\*\*\*

Present: Mr. Russell H. McCain, Chairman and Mr. Bramwell Kelly

On request of the Board of County Commissioners for Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County, section of road in the Fifth Election District known as the Grasonville School Road, extending southerly from Route 18 for a length of .20 mile.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners for Queen Anne's County, providing for a 30 ft. right of way.

In said Report, Mr. Townshend states: "Solid but badly rutted and full of holes. Needs widening, clearing, draining and grading. Cover with bank-run gravel." "

"Estimated Cost

Labor	\$ 100.00
Equipment	174.00
Material	697.00
Moving Pole Line	350.00

---

\$ 1,321.00"

---

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Townshend,  
Wannen, DiDomenico, Clawson, Lewis, Scrivener  
Co. Commrs. of Q.A. Co.  
SRC-Queen Anne's County

From: O.R. 517 — 0.24 — 8' E — 10' C.W. — Inv. 3/16/55  
To: Co. (3) — 0.20 — 24 E

QA



EXCERPT FROM MINUTES OF MEETING OF THE STATE BOARD OF COMMISSIONERS  
THURSDAY, MAY 19, 1932

Present: Mr. Harold H. McGinnis, Chairman and Mr. Brewster Kelly

On request of the Board of County Commissioners for Queen Anne's County, and on recommendation of District Engineer Ralph Townsend, occurred in the Civil Engineer Norman M. Fitchner, the Commission accepted for maintenance its part of the County Road System of Queen Anne's County, section of road in the 11th Section District known as the Graceland School road, extending westerly from Route 13 for a length of .30 mile.

Head Condition Survey report submitted by District Engineer Townsend indicates that this section of road has been neglected and resurfaced by the County Commissioners for Queen Anne's County, providing for a 30 ft. right of way.

In said report, Mr. Townsend states: "Solid but badly rutted and full of holes. Needs widening, clearing, draining and grading. Cover with heavy gravel." -

Estimated Cost	
Labor	\$ 100.00
Equipment	115.00
Material	637.00
Rolling Pave line	350.00
<hr/>	
\$ 1,202.00	

Copy: Messrs. Fitchner, Hopkins, Morrison, Colbatson, Townsend, Wagoner, Williamson, Cline, Lewis, Robinson, Co. Comm. of Q.A. Co., Sec. Queen Anne's County



*Jim Cancell*

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, DECEMBER 29, 1954

\*\*\*\*\*

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly

On request of the Board of County Commissioners for Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County, section of road leading from Allegany Road or County Road No. 48 in a southwesterly direction for a distance of 0.20 mile, and known as Allegany Road Extended, in the Fourth Election District.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a proposed right of way width of 40 feet.

In said Report, Mr. Townshend states: "Road has been graded but is very rough and needs widening and surfacing with bank-run gravel." -

Estimated Cost

Labor	\$10.00
Equipment	230.00
Materials	25.00

\$265.00"

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Townshend  
Wannen, DiDomenico, Clawson, Lewis, Scrivener  
Co. Comrs. of Q.A. Co.  
SRC-Queen Anne's County

Co. 247

To be Inv



December 2, 1954

To: Mr. Geo. W. Cassell

From: Mr. J. L. Mintiens

Subject: Route Numbers

In working out the system of route marking for District 2 it was decided to change the route number of existing Md. 303 extending from Queen Anne to U.S. 213, to Md. 309, which now ends at Queen Anne.

In the preparation of new maps for this area please have someone make this necessary change so that our maps will correspond with the marking in the field.

Very truly yours,

J. L. Mintiens,  
Sr. Asst. Hwy. Engineer

JLM-h





*Mr. Russell*

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
FRIDAY, NOVEMBER 26, 1954

\*\*\*\*\*

Present: Mr. Russell H. McCain, Chairman and Mr. Bramwell Kelly

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County, the section of road known as Cox Creek Landing Road, from Route 18 to Cox Creek, a length of 300 ft., in the 4th Election District of Queen Anne's County.

Road Condition Survey Report submitted by District Engineer Townshend indicated that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 20 ft. - 40 ft. right of way.

In said Report, Mr. Townshend states: "Road is now usable, needs shaping, drainage, and some gravel added."

#ESTIMATE OF COST

Labor	\$	30.00
Equipment		40.00
Material		60.00
		<hr/>
Total	\$	<u>130.00"</u>

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Townshend  
Wannen, DiDomenico, Clawson, Lewis, Scrivener  
Co. Commissioners of Q. A. Co.  
SRC-Queen Anne's County

Co 246





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
FRIDAY, SEPTEMBER 17, 1954

\*\*\*\*\*

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly.

On request of the Board of County Commissioners for Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County, section of road in the Fifth Election District, known as the Kirkley Road, from Route 456 to Route 50, a length of .20 mile.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a proposed right of way width of 50 feet.

In said report, Mr. Townshend states: "Condition good, needs widening with gravel." --

"Estimated Cost

Labor	\$	10.00
Equipment		220.00
Material		50.00
	\$	<u>280.00</u>

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Townshend, Wannan, DiDomenico, Clawson, Lewis, Scrivener  
Co. Comm. of Q. A. Co.  
SRC-Queen Anne's County

TA 30 Inv.

Co. 239

REPORT OF THE BOARD OF DIRECTORS OF THE STATE OF NEW YORK  
FOR THE YEAR 1911  
ALBANY, NEW YORK, 1912

REPORT OF THE BOARD OF DIRECTORS OF THE STATE OF NEW YORK  
FOR THE YEAR 1911

In regard to the report of the Board of Directors for  
the year 1911, the Board has the honor to acknowledge  
the receipt of the same and to state that the same  
has been read and considered by the Board and that  
the same is hereby approved and recommended for  
the consideration of the Legislature.

The Board has the honor to acknowledge the receipt  
of the report of the Board of Directors for the year  
1911 and to state that the same has been read and  
considered by the Board and that the same is hereby  
approved and recommended for the consideration of  
the Legislature.

In each report, the Board has the honor to state  
the amount of the funds received from the State and  
the amount of the funds expended for the same.

1911	1910
120,000	120,000
20,000	20,000
140,000	140,000

The Board has the honor to acknowledge the receipt  
of the report of the Board of Directors for the year  
1911 and to state that the same has been read and  
considered by the Board and that the same is hereby  
approved and recommended for the consideration of  
the Legislature.



EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, JUNE 1, 1954

\*\*\*\*\*

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett, and Mr. Bramwell Kelly.

On request of the Board of County Commissioners of Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted the following sections of roads in Queen Anne's County for maintenance as part of the County Roads System. Road Condition Survey Reports submitted by District Engineer Townshend indicate that these sections of road had been accepted and recorded by the County Commissioners of Queen Anne's County providing for right of way width, as well as present condition of road and recommended improvement with estimated cost of proposed improvement, as set forth below:

<u>Section of Road</u>	<u>R/W</u>	<u>Condition, Recommended Improvement and Estimated Cost</u>								
Section of road known as Oregon Road and Bay Drive, from Route 33 to the southern end of Bay Drive, length 1.2 miles, in 4th Election District.	40'	"Badly rutted, needs grading, draining and surfacing with bank run gravel." - <u>"ESTIMATE OF COST"</u> <table><tr><td>Labor</td><td>\$ 200.00</td></tr><tr><td>Equipment</td><td>1,070.00</td></tr><tr><td>Materials</td><td>900.00</td></tr><tr><td>Total</td><td>- \$2,170.00"</td></tr></table>	Labor	\$ 200.00	Equipment	1,070.00	Materials	900.00	Total	- \$2,170.00"
Labor	\$ 200.00									
Equipment	1,070.00									
Materials	900.00									
Total	- \$2,170.00"									
Section of road known as Stagwell #3 Road, from County Road #35 to C. T. Bishop, Sr., Farm Gate, length .55 mile, in 5th Election District.	30'	"Needs widening, draining, and covering with bank-run gravel." - <u>"ESTIMATE OF COST"</u> <table><tr><td>Labor</td><td>\$ 75.00</td></tr><tr><td>Equipment</td><td>325.00</td></tr><tr><td>Materials</td><td>240.00</td></tr><tr><td>Total</td><td>- \$ 640.00"</td></tr></table>	Labor	\$ 75.00	Equipment	325.00	Materials	240.00	Total	- \$ 640.00"
Labor	\$ 75.00									
Equipment	325.00									
Materials	240.00									
Total	- \$ 640.00"									

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Townshend, Wannen, DiDomenico, Clawson, Lewis, Scrivener.  
Co. Commrs. of Queen Anne's Co.  
SRC-Queen Anne's Co.  
SRC-Queen Anne's County



UNITED STATES DEPARTMENT OF AGRICULTURE  
WASHINGTON, D. C.

# UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON, D. C.

UNITED STATES DEPARTMENT OF AGRICULTURE  
WASHINGTON, D. C.

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WASHINGTON, D. C.

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WASHINGTON, D. C.

UNITED STATES DEPARTMENT OF AGRICULTURE  
WASHINGTON, D. C.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, May 4, 1954

\*\*\*\*\*

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and Mr. Bramwell Kelly.

On request of the Board of County Commissioners for Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County, section of road in the Fifth Election District known as Kehm Road, leading from County Road #17 to Hawkins Private Entrance, length 0.35 mile.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 50 foot right of way.

In said Report, Mr. Townshend states: "Conditions good, needs widening, some drainage corrections and surfacing with bank run gravel. -

Estimate of Cost

Labor	\$ 375.00
Equipment	460.00
Material	255.00
	<hr/>
	\$ 1090.00"

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Townshend,  
Wannen, DiDomenico, Clawson, Lewis, Scrivener.  
C.Comms. of Q.A. Co.  
SRC-Queen Anne's County

Probably Co. 122  
TO BE INV.

Co. 176

REPORT OF THE COMMISSIONER OF THE LAND OFFICE  
TO THE HOUSE OF REPRESENTATIVES  
IN SENATE AND HOUSE OF REPRESENTATIVES  
JANUARY, 1881



Presented to the Senate and House of Representatives  
at their respective sessions, January 18, 1881.  
By order of the Senate,  
J. M. McKim, Secretary.

REPORT OF THE COMMISSIONER OF THE LAND OFFICE  
TO THE HOUSE OF REPRESENTATIVES  
IN SENATE AND HOUSE OF REPRESENTATIVES  
JANUARY, 1881

REPORT OF THE COMMISSIONER OF THE LAND OFFICE  
TO THE HOUSE OF REPRESENTATIVES  
IN SENATE AND HOUSE OF REPRESENTATIVES  
JANUARY, 1881

REPORT OF THE COMMISSIONER OF THE LAND OFFICE  
TO THE HOUSE OF REPRESENTATIVES  
IN SENATE AND HOUSE OF REPRESENTATIVES  
JANUARY, 1881

Statement of Land

Land	2,000,000
Water	1,000,000
Swamp	500,000
Other	1,000,000
Total	4,500,000

REPORT OF THE COMMISSIONER OF THE LAND OFFICE  
TO THE HOUSE OF REPRESENTATIVES  
IN SENATE AND HOUSE OF REPRESENTATIVES  
JANUARY, 1881



EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, APRIL 21, 1954.

Present: Messrs. McCain, Bennett and Kelly

On request of the Board of County Commissioners for Queen Annes County, and on recommendation of Dist. Engr. Rolph Townshend, concurred in by Chief Engineer N. M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Annes Co., the road leading from County Road # 4 in Pondtown south for a distance of 0.35 mile, known as the Romie Hynson Road, in the 7th Election Dist. of Queen Annes Co.

Road Condition Survey Report submitted by Dist. Engr. Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Annes County, providing for a 50 foot right of way.

In said Report, Mr. Townshend states: "Badly rutted and full of holes. Grade, widening, draining and cover with bank run gravel -

ESTIMATED COST

Labor	\$60.00
Equipment	220.00
Material	<u>160.00</u>
Total	\$ 440.00"

Copy: Messrs. Pritchett  
Hopkins  
Morison  
Goldeisen  
Townshend  
Wannen

DiDomenico  
Clawson  
Lewis  
Scrivener  
Co. Commrs. for Q.A.Co.  
SRC. Q.A. Co.

*Need INV. Co. 251*

THE UNIVERSITY OF CHICAGO PRESS  
CHICAGO, ILL. 60607

THE UNIVERSITY OF CHICAGO PRESS

THE UNIVERSITY OF CHICAGO PRESS  
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CHICAGO, ILL. 60607

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CHICAGO, ILL. 60607

*Ho Caswell*

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, APRIL 7, 1954

\*\*\*\*\*

Present: Mr. Russell H. McCain, Chairman, and Senator Edgar T. Bennett.

On request of the Board of County Commissioners for Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County the road leading from Route 33 through the Kentmoor Airport Development via Bonnett Avenue, Kent Moor Road, Orchid Street and Chesapeake Avenue, a length of 1.25 miles, in the 4th Election District of Queen Anne's County.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 36 ft. - 40 ft. right of way.

In said Report, Mr. Townshend states: "Has been graded some and some gravel. Needs drainage, widening, and surfaced with bank-run gravel.-"

ESTIMATE OF COST

Materials	\$ 513.00
Labor	400.00
Equipment	<u>1,290.00</u>
Subtotal	\$2,203.00
Moving pole line	<u>800.00</u>
Total	* - - - - - <u>\$3,003.00"</u>

Copy Messrs Pritchett  
Hopkins  
Morison  
Goldeisen  
Townshend  
Wannen  
DiDomenico  
Clawson  
Lewis, Jr.,  
Scrivener  
Co. Commrs. of Q.A. Co.,  
SFC- Queen Anne's County

CO242 BOWINGT AVE	0.54 mi.
CO250 KENT MOOR RD	0.14 mi.
CO241 ORCHID ST.	0.27 mi.
CO243 CHESAPEAKE ST.	0.21 mi.
	<u>1.16 mi.</u>

*Tom -*

*Min. Cond. Survey + Plat are in  
"To be Ins." File.*





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, MARCH 30, 1954

\*\*\*

Present: Mr. Russell H. McCain, Chairman, Senator Edgar T. Bennett and  
Mr. David M. Nichols.

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer N.M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County the following sections of road:

Collier's Lane, in 5th Election District, leading from  
Md. Route 18 south for a distance of .20 mile;

Gravel Run Road, in 5th Election District, leading from  
Md. Route 18 south for a distance of .30 mile.

Road Condition Survey Reports submitted by District Engineer Townshend indicate that these sections of road have been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 30 ft. right of way.

In said Reports, Mr. Townshend states with regard to Collier's Lane:

"Needs widening, grading and surfacing with bank-run gravel.

Estimate of Cost

Moving of Pole line	\$300.00
labor	125.00
Equipment	175.00
Material	105.00
	<u>\$705.00"</u>

and with regard to Gravel Run Road:

"Badly rutted and holes, needs clearing, widening, drainage and bank-run gravel surfacing.

Estimate Cost

Labor	\$ 150.00
Equipment	400.00
Material	240.00
	<u>\$ 790.00"</u>

Copy Messrs Pritchett  
Hopkins  
Wannen  
Morison  
Goldeisen  
Townshend  
Scrivener  
DiDomenico  
Clawson  
Lewis, Jr.,  
Co. Commrs. of Q.A. Co.  
SRC - Queen Anne's County.

REPORT OF THE COMMISSIONER OF THE GENERAL LAND OFFICE  
FOR THE YEAR 1894

THE LAND OFFICE HAS THE HONOR TO ACKNOWLEDGE THE RECEIPT OF THE  
SUM OF \$100,000.00 FROM THE TREASURY DEPARTMENT

FOR THE PURCHASE OF LANDS IN THE STATE OF TEXAS  
FOR THE YEAR 1894

THE LAND OFFICE HAS THE HONOR TO ACKNOWLEDGE THE RECEIPT OF THE  
SUM OF \$100,000.00 FROM THE TREASURY DEPARTMENT

FOR THE PURCHASE OF LANDS IN THE STATE OF TEXAS  
FOR THE YEAR 1894

THE LAND OFFICE HAS THE HONOR TO ACKNOWLEDGE THE RECEIPT OF THE  
SUM OF \$100,000.00 FROM THE TREASURY DEPARTMENT

FOR THE PURCHASE OF LANDS IN THE STATE OF TEXAS  
FOR THE YEAR 1894

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FOR THE YEAR 1894

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FOR THE YEAR 1894

THE LAND OFFICE HAS THE HONOR TO ACKNOWLEDGE THE RECEIPT OF THE  
SUM OF \$100,000.00 FROM THE TREASURY DEPARTMENT

FOR THE PURCHASE OF LANDS IN THE STATE OF TEXAS  
FOR THE YEAR 1894

THE LAND OFFICE HAS THE HONOR TO ACKNOWLEDGE THE RECEIPT OF THE  
SUM OF \$100,000.00 FROM THE TREASURY DEPARTMENT



EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, NOVEMBER 19, 1953

\*\*\*\*\*

Present :- Mr. Russell H. McCain, Chairman, Messrs Avery W. Hall and David M. Nichols.

On request of the Board of County Commissioners for Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W.F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System of Queen Anne's County, section of road in the 4th Election District, known as Harbor View Road, from Cox Neck Road, west and south on Harbor View, thence north on Ellicott Drive, a length of 1.6 miles.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a proposed width of 50 feet.

In said Report, Mr. Townshend states : " Partly graded and drained needs widening, grading, draining and surfaced with bank-run gravel.-

ESTIMATE OF COST

Labor	\$125.00
Equipment	1510.00
Material	1041.00
Total:-	<u>\$ 2676.00</u>

Copy Messrs - W.F. Childs, Jr.

W.C. Hopkins

P.A. Morison

C.A. Goldeisen

Rolph Townshend

C.L. Wannan

A.F. DiDomenico

Allan Lee

G.N. Lewis, Jr.

F.P. Scrivener

Co Commrs. of Q.A. Co.

SRC- Queen Anne's County

To Be Inv.

Co 201





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS  
COMMISSION - OCTOBER 13, 1953.

Present: Mr. Russell H. McCain, Chairman and Mr. Avery W. Hall.

On request of the Board of County Commissioners for Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Roads System of Queen Anne's County, section of road in the Seventh Election District, known as Bigg Woods Road Extended, from the east end of County Road #18 to the Leon Daniels Property, a length of .35 mile.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a proposed width of 30 feet.

In said Report, Mr. Townshend states, "Fair condition, needs widening, grading, draining and covered with bank-run gravel."

Estimated Cost

Labor	\$50.00
Equipment	50.00
Material	<u>20.00</u>
	\$120.00"

Copy: Mr. Childs  
Hopkins  
Morison  
Goldeisen  
Townshend  
Wannen  
DiDomenico  
Lee  
Lewis  
Scrivener  
Co. Commrs. of Q. A. Co.  
SRC - Queen Anne's Co.

Co. 24

Part of this 0.35 mile  
is old O.P. 149



THE LANCET

THE LANCET

THE LANCET

THE LANCET

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THE LANCET

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, JULY 29, 1953

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and David M. Nichols.

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted the following sections of roads in Queen Anne's County for maintenance as part of the County Roads System. Road Condition Survey Reports submitted by District Engineer Townshend indicate that these sections of roads have been accepted and recorded by the County Commissioners of Queen Anne's County providing for right of way width, as well as present condition of roads and recommended improvement with estimated cost of proposed improvement, as set forth below:

<u>Section of Road</u>	<u>R/W</u>	<u>Condition, Recommended Improvement and Estimated Cost</u>
<i>To Be Inv</i> <i>Co. 189</i> Shamrock Rd. from Route 18 to Route 50, length 1,440 ft. in 4th Election District (Mr. Childs states in his letter, that "This section of road covers the extension of Dundee Avenue or a parallel location 250 ft. to the west thereof.")	50'	"Road has been graded and drained. It is not yet opened to traffic. New Road. <u>ESTIMATE OF COST</u> Material \$150.00 Labor 560.00 Equipment 940.00 Total \$1,650.00
<i>To Be Inv</i> <i>Co. 219</i> Dr. Preston Road, from Route 18 to Dr. Preston Farm Gate, length .275 mile, in 4th Election District	40'	"Fair Condition. Needs gravel added and periodical scraping <u>ESTIMATED COST</u> Labor \$ 40.00 Equipment 360.00 Material 30.00 Total \$430.00

Copy: Messrs. Childs,  
Hopkins  
Morison  
Goldeisen  
R. Townshend  
Wannen  
DiDomenico  
Lee  
Lewis  
Scrivener  
Co. Commrs. of Queen Anne's Co.  
SRC-Q.A. Co.







EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, JULY 8, 1953

\*\*\*

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall  
and David M. Nichols.

On request of the County Commissioners of Queen Anne's  
County, and on recommendation of District Engineer Rolph Town-  
shend, concurred in by Chief Engineer W. F. Childs, Jr., the  
Commission accepted for maintenance as part of the County Roads  
System, section of road in the 1st Election District of Queen  
Anne's County, known as the High School Cut-off Road, leading  
from Md. Route 313 to Md. Route 300, a length of 600 ft.

Road Condition Survey Report submitted by District  
Engineer Townshend indicates that this section of road has  
been accepted and recorded by the County Commissioners of Queen  
Anne's County, providing for a 60 ft. right of way.

In said Report, Mr. Townshend states: "Road was graded  
and surface treated last year and is in very good condition. --  
No improvement necessary."

Copy: Messrs. Childs, Jr.  
Hopkins  
Morison  
Goldeisen  
Townshend  
Warnen  
Scrivener  
DiDomenico  
Lee  
Lewis, Jr.  
Co. Commrs. of Q. A. Co.  
SRC-Queen Anne's Co.

0.114 Miles  
To Be Inv.

Co-240

RECEIVED BY THE SECRETARY OF THE ARMY  
WASHINGTON, D. C.  
JULY 1, 1911

President, The National Academy of Sciences,  
Washington, D. C.

Dear Sir: I have the honor to acknowledge the receipt of your letter of the 26th inst. in relation to the proposed establishment of a National Academy of Sciences. The Academy of Sciences, as you are aware, is a body of men of distinguished attainments in the various branches of science, who are elected by the President of the United States, and who are charged with the duty of advising the President on all matters of science and art. The Academy of Sciences is a body of men of distinguished attainments in the various branches of science, who are elected by the President of the United States, and who are charged with the duty of advising the President on all matters of science and art.

The Academy of Sciences is a body of men of distinguished attainments in the various branches of science, who are elected by the President of the United States, and who are charged with the duty of advising the President on all matters of science and art. The Academy of Sciences is a body of men of distinguished attainments in the various branches of science, who are elected by the President of the United States, and who are charged with the duty of advising the President on all matters of science and art.

The Academy of Sciences is a body of men of distinguished attainments in the various branches of science, who are elected by the President of the United States, and who are charged with the duty of advising the President on all matters of science and art. The Academy of Sciences is a body of men of distinguished attainments in the various branches of science, who are elected by the President of the United States, and who are charged with the duty of advising the President on all matters of science and art.

Very respectfully,  
John D. Long,  
Secretary of the Academy of Sciences.  
Washington, D. C.



EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, JUNE 17, 1953

\*\*\*

Present: Mr. Russell H. McCain, Chairman, and Mr. Avery W. Hall.

On request of the Board of County Commissioners for Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System, section of road in the 7th Election District of Queen Anne's County, known as the Barry Road, from Route 544 to the Hull Property entrance, a length of .5 mile.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 50-foot right of way.

In said Report, Mr. Townshend states: "Sandy soil, needs grading, draining and surfacing with bank-run gravel.-"

Estimated Cost

Labor	\$ 160.00
Equipment	210.00
Material	200.00

Total-- \$ 570.00"

Copy: Messrs. Childs, Jr.

Hopkins

Wannen

Morison

Goldeisen

Townshend

Scrivener

DiDomenico

Lee

Lewis, Jr.

Co. Commrs. of Q. A. Co.

SRC-Queen Anne's Co.

To BC Inv.





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, MAY 13, 1953

\*\*\*

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall  
and David M. Nichols.

On request of the Board of County Commissioners for  
Queen Anne's County, and on recommendation of District Engineer  
Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr.,  
the Commission accepted for maintenance as part of the County  
Road System of Queen Anne's County, section of road in the Fourth  
Election District, known as the Vestfields Road, from Route 33 to  
the south limits of the Hoffman Awning Company property, a length  
of 2,467.1 ft. 0.467 miles

Road Condition Survey Report submitted by District En-  
gineer Townshend indicates that this section of road has been  
accepted and recorded by the County Commissioners of Queen Anne's  
County, providing for a proposed 50 foot right of way.

In said Report, Mr. Townshend states that this road needs  
widening, grading and surfacing, and gives the following estimate of  
cost:

Labor	\$ 490.00
Equipment	1,900.00
Material	<u>686.00</u>

Total - \$ 3,076.00

COPY: Messrs. Childs, Jr.  
Hopkins  
Morison  
Goldeisen  
Townshend  
Wannen  
DiDomenico  
Lee  
Lewis, Jr.  
Scrivener

Co. Commrs. of Q.A. Co.  
SRC-Queen Anne's Co.

Co. 225

Jim - B. B. Jones  
No Sign. ✓ no rec. Jan -





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
FRIDAY, JANUARY 23, 1953

\*\*\*

Present: Mr. Russell H. McCain, Chairman, and Mr. Avery W. Hall.

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System of Queen Anne's County section of the road in the Second Election District known as Truslow Road Extended, from the Truslow Poultry Farm Entrance to Skipper Farm Gate, a distance of .25 mile.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 30-foot right of way.

In said Report, Mr. Townshend states: "Fair, needs grading, draining, and surfacing -

ESTIMATED COST

Labor	\$ 75.00
Equipment	170.00
Material	105.00
Moving Pole Line	60.00
TOTAL	<u>\$ 410.00</u>

Copy: Messrs. Childs, Jr.  
Hopkins  
Morison  
Goldeisen  
Townshend  
Scrivener  
Wannen  
DiDomenico  
Lee  
Lewis, Jr.  
Co. Commrs. of Q. A. Co.





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, JANUARY 6, 1953

\*\*\*

Present: Mr. Russell H. McCain, Chairman, and Mr. Avery W. Hall.

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted the following sections of road in the Fourth Election District of Queen Anne's County for maintenance as part of the County Road System. Road Condition Survey Reports submitted by District Engineer Townshend indicate that Wood Road #3 has been accepted and recorded by the County Commissioners of Queen Anne's County, and the Dominion Road has been acquired by right of usage, providing for right of way width, as well as present condition of road and recommended improvement with estimated cost of proposed improvement, as set forth below:

Section of Road	R/W	Condition, Recommended Improvement and Estimated Cost
Wood Road #3, from County Road #35 to William Denny's Gate (formerly Logan's Gate), for a distance of 330 ft.	30'	Good- Needs widening and additional gravel. Estimated Cost Equipment \$ 240.00 Labor 20.00 Material 60.00 Total \$ 320.00
Dominion Road, from Route 552 to Alfred Thomas' Gate, for a distance of .2 mile.	15'	Needs grading and some material added. Estimated Cost Labor \$ 20.00 Equipment 100.00 Material 25.00 Total \$ 145.00

Copy: Messrs. Childs, Jr.  
Hopkins  
Morison  
Goldeisen  
Townshend  
Wannen  
DiDomenico  
Lee  
Lewis, Jr.  
Scrivener  
Co. Commrs. of Q.A. Co.





A

EXCERPT FROM MINUTES OF MEETING OF STATE ROADS COMMISSION  
THURSDAY, NOVEMBER 6, 1952

\*\*\*

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and David M. Nichols.

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted the following sections of road in the 4th Election District of Queen Anne's County for maintenance as part of the County Road System. Road Condition Survey Reports submitted by District Engineer Townshend indicate that these sections of road have been accepted and recorded by the County Commissioners of Queen Anne's County providing for right of way width, as well as present condition of road and recommended improvement with estimated cost of proposed improvement, as set forth below:

<u>Section of Road</u>	<u>R/W</u>	<u>Condition, Recommended Improvement and Estimated Cost</u>
Road leading from Queen Anne Road to Dorchester Road (Kent Island Estates), to be known as Frederick Road, for a distance of 882 ft. Inv 3/21/52 - 0.16 mile.	50'	Needs gravel surfacing. <u>Estimated Cost</u> Labor \$ 10.00 Equipment 400.00 Material 30.00 Total - \$ 440.00
Road leading from Md. Route 33 south 533 ft., to be known as Allegany Road (Kent Island Estates). To be inv.	50'	Graded and drained, needs surfacing with bank-run gravel and periodical dragging. <u>Estimated Cost</u> Labor \$ 5.00 Equipment 145.00 Material 10.00 Total - \$ 160.00
Road leading from County Road #3 by Thompson's Oyster House, returning to County Road #3, for a distance of 0.4 mile, to be known as Thompson Oyster House Road. To be inv.	30'	.15 miles being used and in poor condition. .25 miles new in tillage on farm. <u>Estimated Cost</u> Labor \$ 100.00 Equipment 400.00 Material 100.00 Total - \$ 600.00

Copy: Messrs. W. F. Childs, Jr.  
W. C. Hopkins  
P. A. Morison  
C. A. Goldeisen  
Rolph Townshend  
F. P. Scrivener  
C. L. Warnen  
A. F. DiDomenico  
Allan Lee  
G. N. Lewis, Jr.  
Co. Commrs. of Q. A. Co.







EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, AUGUST 13, 1952

\*\*\*

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W.  
Hall and David M. Nichols.

In a letter to the Commission dated August 13, 1952, Chief Engineer W. F. Childs, Jr. refers to the tremendous increase in volume of traffic passing through Centreville, in Queen Anne's County, as the result of the opening of the Chesapeake Bay Bridge on July 30, and likewise refers to an earlier letter dated August 5, addressed to Commissioner David M. Nichols, regarding establishment of one-way streets within the corporate limits of Centreville, in accordance with the plan contemplating the use of U.S. 213, Commerce Street, as one way northbound, and Liberty Street, which is a Town street, as one way southbound.

Because of certain developments within the past few days, and in accordance with recommendation of the Engineering Department, the Commission has formally agreed to take over Liberty Street in the Town of Centreville as a part of the State Highway System, under the conditions existing at the time and under the two stipulations to which the Town of Centreville has agreed as follows:

1. Traffic regulations would be put into effect by the Town of Centreville.
2. The Town of Centreville would take back into the Town System of streets Chesterfield Avenue, westerly, from Liberty Street to the west town limits of Centreville and the spur to the north.

Copy: Messrs. Nichols  
Childs  
Hopkins  
Morison  
Goldeisen  
Townshend  
Scrivener

Messrs. Wannan  
DiDomenico  
Lee  
Lewis  
Town of Centreville  
Co. Comrs. of Q. A. Co.

Centreville  
MD 304



EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, AUGUST 13, 1952

\*\*\*

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W.  
Hall and David M. Nichols.

In a letter to the Commission dated August 13, 1952, Chief Engineer W. F. Childs, Jr. refers to the tremendous increase in volume of traffic passing through Centreville, in Queen Anne's County, as the result of the opening of the Chesapeake Bay Bridge on July 30, and likewise refers to an earlier letter dated August 5, addressed to Commissioner David M. Nichols, regarding establishment of one-way streets within the corporate limits of Centreville, in accordance with the plan contemplating the use of U.S. 213, Commerce Street, as one way northbound, and Liberty Street, which is a Town street, as one way southbound.

Because of certain developments within the past few days, and in accordance with recommendation of the Engineering Department, the Commission has formally agreed to take over Liberty Street in the Town of Centreville as a part of the State Highway System, under the conditions existing at the time and under the two stipulations to which the Town of Centreville has agreed as follows:

1. Traffic regulations would be put into effect by the Town of Centreville.
2. The Town of Centreville would take back into the Town System of streets Chesterfield Avenue, westerly, from Liberty Street to the west town limits of Centreville and the spur to the north.

Copy: Messrs. Nichols  
Childs  
Hopkins  
Morison  
Goldeisen  
Townshend  
Scrivener

Messrs. Wannen  
DiDomenico  
Lee  
Lewis  
Town of Centreville  
Co. Comms. of Q. A. Co.





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, JUNE 18, 1952.

Present: Mr. McCain, Chairman, Messrs. Hall and Nichols.

On request of the Board of County Commissioners of Queen Anne's County and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Roads System the Shore Road, in the 4th Election District of Queen Anne's County, from Benton Road to end of road, for a distance of 900 feet.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 40 foot right of way.

In regard to "recommended improvement with estimated cost of proposed improvement", Mr. Townshend states in said Report:

"Widen, drain and surface with bank run gravel" -

"ESTIMATE OF COST:

Labor	\$ 50.00
Equipment	500.00
Material	<u>150.00</u>
Total ----	\$ 700.00

Copy: Messrs. Childs  
Hopkins  
Morison  
Goldeisen  
Rolph Townshend  
Scrivener  
Wannen  
DiDomenico  
Lee  
Lewis  
Co. Commrs. of Q. A. Co.

0.170 miles

Co 211A - Inv. As O.P. - 3/21/52 For 0.190

REPORT FROM BOARD OF COUNTY COMMISSIONERS  
 WEDNESDAY, JULY 12, 1933.

Present: Mr. McGinnis, Chairman, Messrs. Hall and Nichols.

On request of the Board of County Commissioners of Grant  
 County, and on recommendation of District Engineer Ralph  
 Townsend, submitted in by Chief Engineer W. J. Childs, Jr., the  
 Commission accepted for maintenance a part of the County Road  
 System, the State Road, in the Lincoln District of Grant County,  
 from Section Road to end of road, for a distance of 200 feet.

Board Engineer Ralph Townsend report submitted by District Engineer  
 Townsend indicates that this section of road has been accepted and  
 received by the County Commissioners of Grant County, the  
 riding for a road right of way.

It is recommended that the improvement with estimated cost of  
 proposed improvement, Mr. Townsend's report in said report.

"Alder, grain, and other crops have been grown."

ESTIMATE OF COST:

50.00	Labor
400.00	Equipment
150.00	Material
<u>500.00</u>	
500.00	Total

Copy: Messrs. Childs,  
 McGinnis,  
 Nichols,  
 Townsend,  
 Chief Township  
 Engineer,  
 Bureau  
 Engineering  
 Division,  
 State  
 Highway  
 Department,  
 St. Louis, Mo.  
 J. A. Co.



Q. A

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, FEBRUARY 28, 1952

\*\*\*

Present: Mr. Russell H. McCain, Chairman, and Mr. David M. Nichols.

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System, section of road known as the Kent Island Estates Road, leading from Route 33 through Kent Island Estates for a distance of 2.7 miles, and returning to Route 33, in the 4th Election District of Queen Anne's County.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 40 ft. right of way.

In said Report, Mr. Townshend states: "Graded and partially drained with some bank run gravel and sand applied. -

ESTIMATED COST

Material	600.00
Equipment	4100.00
Labor	<u>304.00</u>

TOTAL \$ 5004.00

Copy: Messrs. Childs, Hopkins, Morison, Goldeisen, Townshend, Scrivener, Wannen, DiDomenico, Lee, Lewis, and Co.  
Comms. of Q. A. Co.

To Be Inv.  
Loc. Map Is In (To Be Inv.) Folder

H





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, NOVEMBER 14, 1951  
\*\*\*\*

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall  
and David M. Nichols.

On request of the County Commissioners of Queen Anne's  
County, and on recommendation of District Engineer Rolph Townshend  
concurred in by Chief Engineer W. F. Childs, Jr., the Commission  
accepted for maintenance as part of the County Road System, section  
of road in the 4th Election District of Queen Anne's County known  
as the Shipping Creek Public Landing Road, from Route 33 to Shipping  
Creek, a distance of 2106 feet.

Road Condition Survey Report submitted by District En-  
gineer Rolph Townshend indicates that this section of road has  
been accepted and recorded by the County Commissioners of Queen  
Anne's County providing for a 30 foot right of way.

In said Report, Mr. Townshend states:

"18. Statement on present condition of road and recom-  
mended improvement with estimated cost of proposed improvement -  
'Grown up to the extent that it cannot be used'" -

"ESTIMATED COST"

Material	\$ 1,400.00
Labor	1,200.00
Equipment	<u>2,200.00</u>
TOTAL	\$ 4,800.00"

Copy: Mr. W. F. Childs, Jr.	Mr. C. L. Wannan
Mr. W. C. Hopkins	Mr. A. F. DiDomenico
Mr. P. A. Morison	Mr. Allen Lee
Mr. C. A. Goldeisen	Mr. G. N. Lewis, Jr.
Mr. Rolph Townshend	Co. Commrs. of Q. A. Co.
Mr. F. P. Scrivener	

Co 215 - New Rd - To Be Inv.  
Cond. Survey In Field Folder.





Mr. Russell.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, AUGUST 1, 1951

\*\*\*

Present: Mr. Russell H. McCain, Chairman, and Mr. Avery W. Hall.

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System, section of road in the 3rd Election District of Queen Anne's County leading from Md. Route 304 to Neighbor's Property, known as the Chestnut Hill Road, for a distance of 736 feet.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 30 ft. right of way.

In said report, Mr. Townshend states: "Good Condition - needs pipe culvert at junction of Route 304 and scraping and some gravel added. -

ESTIMATED COST

Material	\$ 150.00
Labor	50.00
Equipment	<u>90.00</u>
Total	\$ 290.00

Copy: Mr. W. F. Childs, Jr.  
Mr. W. C. Hopkins  
Mr. P. A. Morison  
Mr. C. A. Goldeisen  
Mr. Rolph Townshend  
Mr. F. P. Scrivener  
Mr. C. L. Wannen  
Mr. A. F. DiDomenico  
Mr. Allan Lee  
Mr. G. N. Lewis, Jr.  
Co. Commissioners of Q. A. Co.

1. The first of these is the fact that the...

2. The second of these is the fact that the...

3. The third of these is the fact that the...

4. The fourth of these is the fact that the...

5. The fifth of these is the fact that the...

APPENDIX

1. The first of these is the fact that the...	100.00
2. The second of these is the fact that the...	100.00
3. The third of these is the fact that the...	100.00
4. The fourth of these is the fact that the...	100.00
5. The fifth of these is the fact that the...	100.00

- 1. The first of these is the fact that the...
- 2. The second of these is the fact that the...
- 3. The third of these is the fact that the...
- 4. The fourth of these is the fact that the...
- 5. The fifth of these is the fact that the...

100-1043

100-1043

100-1043



AUG 10 1951

Geo. N. Lewis, Jr.  
Director

*Minutes*

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, AUGUST 1, 1951

Present: Mr. Russell H. McCain, Chairman, and Mr. Avery W. Hall.

The Commission approved recommendation of the Traffic Division, following survey and investigation of conditions at the junction of Routes 200 and 313 in Sudlersville, Queen Anne's County, at request of Joseph M. George, President of the Commissioners of Sudlersville, in letter dated June 1, and authorized the installation of a fixed time traffic signal at the intersection named.

Such approval by the Commission is on the basis proposed by Mr. George that the cost of installation will be shared equally by the Town Commissioners of Sudlersville and by the State Roads Commission, with the town authorities assuming full responsibility for the cost of electricity required in its operation.

Approval was also given to action by the Commissioners of Sudlersville establishing a "NO PARKING" zone along the east side of South Church Street (Md. 313) from Maple Avenue northward to the intersection of Md. 200.

Copy: Mr. R. H. McCain  
Mr. W. F. Childs, Jr.  
Mr. P. A. Merison (2)  
Mr. Ralph Townshend  
Mr. G. N. Lewis, Jr. ✓  
Mr. Allan Lee  
Mr. Jos. M. George  
Maryland Traffic Safety Commission  
Major R. M. Ridgely (2)

*Q. A. Co.*

THEATRE

AND

GOO M. LARSEN

THEATRE

THEATRE

THEATRE

THEATRE

THEATRE

THEATRE

QA

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, FEBRUARY 27, 1951

\*\*\*

Present: Mr. Russell H. McCain, Chairman, and Mr. Leonard E. Kolmer.

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission voted to accept for maintenance as part of the County Road System, section of road in the Fifth Election District, known as Canal Street, from Route 50 toward Marshy Creek, a distance of .15 mile.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 30 foot right of way.

In said Report, Mr. Townshend states:

"Condition fair. Needs widening, draining, and and surfacing with bank run gravel.

ESTIMATE OF COST

Equipment	\$ 435.00
Labor	200.00
Material	275.00
Moving of Electric Line	<u>125.00</u>
TOTAL	\$1,035.00

Copy: Mr. W.F. Childs, Jr.  
Mr. W.C. Hopkins  
Mr. P.A. Morison  
Mr. C.A. Goldeisen  
Mr. Rolph Townshend  
Mr. F.P. Serivener  
Mr. C.L. Wannan  
Mr. A.F. DiDomonicio  
Mr. Allan Lee  
Mr. G.N. Lewis, Jr.  
Co. Commrs. of Q.A. Co.

Co-213 - Canal St. - To Be Inv. - 0.15 Miles.  
Inv. Index map o.k.,  
To Be Put on Rd. Improv. Index Map.  
To Be Put on Tracing  
To Be Added to L.M.  
Copy of Min. + Cond. Survey in File "To Be Inv."



REPORT OF THE BOARD OF DIRECTORS  
FOR THE YEAR 1911

THE BOARD OF DIRECTORS OF THE  
COTTON TRADING COMPANY

ON THE REPORT OF THE BOARD OF DIRECTORS  
FOR THE YEAR 1911, THE BOARD OF DIRECTORS  
HAS THE HONOR TO REPORT THAT THE  
COTTON TRADING COMPANY HAS BEEN  
SUCCESSFUL IN OBTAINING A  
SUFFICIENT QUANTITY OF COTTON  
TO MEET THE DEMAND OF THE  
MARKET.

THE BOARD OF DIRECTORS HAS  
THE HONOR TO REPORT THAT THE  
COTTON TRADING COMPANY HAS BEEN  
SUCCESSFUL IN OBTAINING A  
SUFFICIENT QUANTITY OF COTTON  
TO MEET THE DEMAND OF THE  
MARKET.

IN WITNESS WHEREOF, THE BOARD OF DIRECTORS  
HAS CAUSED THIS REPORT TO BE SIGNED  
BY ITS PRESIDENT, AND BY THE SECRETARY  
AND TREASURER, IN THE PRESENCE OF  
THE BOARD OF DIRECTORS.

ATTEST:  
SECRETARY

WITNESSES:

1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS  
COMMISSION - WEDNESDAY, NOVEMBER 29, 1950

Present: Mr. Robert M. Reindollar, Chairman, Senator  
Jos. M. George and Mr. Russell H. McCain

On request of the County Commissioners of Queen  
Anne's County and on recommendation of the District Engineer  
Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr.,  
the Commission voted to accept for maintenance as part of the  
County Road System, section of road in the 4th Election  
District of Queen Anne's County, leading from Route 552 to  
the Martin property, and known as the Martin Road, for a  
distance of 0.15 mile.

Road Condition Survey Report submitted by District  
Engineer Townshend indicates that this section of road has  
been accepted and recorded by the County Commissioners of  
Queen Anne's County, providing for a 30 ft. right of way.

In said report, Mr. Townshend states:

"Condition fair. Needs widening, grading and  
additional surfacing....

Estimate

Labor	\$150.00
Equipment	210.00
Material	160.00
Total	<u>520.00</u>

COPY

Cal 166 - Inv. 10/8/36 AS 0.20 Primitive  
Ind. Index Map a.k.  
To Be Put on Rd. Impr. Index Map  
Tracing a.k.  
To Be Changed on L.M.





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, OCTOBER 18, 1950

\*\*\*\*

Present: Mr. Robert M. Reindollar, Chairman, and Mr. Russell H. McCain.

On request of the County Commissioners of Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission voted to accept for maintenance as part of the County Road System, Benton Road #2, from Benton Road #1 to Hopkins Woods Road #35, located in the Fourth Election District of Queen Anne's County, for a distance of 0.15 mile.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 30 ft. right of way.

In said Report, Mr. Townshend states; "There is now one track used by adjoining property owners as a cutoff. Condition is very poor. Needs grading - draining and surfacing with bank run gravel. Estimate cost about \$202.50 for 1/10 mile. .05 mile fair condition, shell surfaced."

Copy: Mr. W. F. Childs, Jr.  
Mr. W. C. Hopkins  
Mr. P. A. Morison  
Mr. C. A. Goldeisen  
Mr. R. Townshend  
Mr. F. P. Scrivener  
Mr. C. L. Wannen  
Mr. A. F. DiDomenico  
Mr. Allan Lee  
Mr. G. N. Lewis, Jr.  
Co. Commrs. of Q. A. Co.

Co. 211 - To Be Inv.

a. k. on Inv. Index Map.

To Be Put on Rd. Impr. Index Map.

To Be Put on Tracing.

To Be Added To L.M. - (New Rd.)

REPORT OF THE BOARD OF DIRECTORS OF THE BANK OF AMERICA AND TRUST COMPANY OF NEW YORK, INC., FOR THE YEAR ENDING DECEMBER 31, 1934.

Presented at the Annual Meeting of the Board of Directors, held at the Hotel New York, New York, on January 10, 1935.

The Board of Directors of the Bank of America and Trust Company of New York, Inc., has the honor to acknowledge the interest and cooperation of the stockholders in the annual meeting held at the Hotel New York, New York, on January 10, 1935. The Board is pleased to report that the business of the Bank during the year ending December 31, 1934, has been conducted in accordance with the policy of sound and conservative management, and that the assets of the Bank have been maintained in a position of strength and safety.

The Board is pleased to report that the assets of the Bank have been maintained in a position of strength and safety, and that the liabilities have been maintained in a position of strength and safety. The Board is pleased to report that the assets of the Bank have been maintained in a position of strength and safety, and that the liabilities have been maintained in a position of strength and safety.

The Board is pleased to report that the assets of the Bank have been maintained in a position of strength and safety, and that the liabilities have been maintained in a position of strength and safety. The Board is pleased to report that the assets of the Bank have been maintained in a position of strength and safety, and that the liabilities have been maintained in a position of strength and safety.

Very respectfully,  
J. P. Morgan, Jr., President

THE BOARD OF DIRECTORS

Mr. J. P. Morgan, Jr., President  
Mr. J. P. Morgan, Jr., President  
Mr. J. P. Morgan, Jr., President

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, JUNE 14, 1950

\*\*\*

Present: Senator Joseph M. George and Mr. Russell H. McCain

On request of the County Commissioners of Queen Anne's County, and on recommendation of Chief Engineer W. F. Childs, Jr. and District Engineer Rolph Townshend, the Commission accepted for maintenance as part of the County Road System, section of road beginning at the end of the surfaced Fey Road, in the 2nd Election District of Queen Anne's County, and running northeasterly for a distance of 0.7 mile.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 50 ft. right of way.

In said Report, Mr. Townshend states: "condition fair, Needs some grading and pipe extensions and covering with bank run gravel in spots."--

"ESTIMATE"

Labor	\$100.00
Equipment	250.00
Materials	66.00
<hr/>	
TOTAL	\$416.00

Copy: Mr. W. F. Childs, Jr.  
Mr. W. C. Hopkins  
Mr. P. A. Morison  
Mr. C. A. Goldeisen  
Mr. R. Townshend  
Mr. F. P. Scrivener  
Mr. C. L. Wannan  
Mr. A. F. DiDomenico  
Mr. Allan Lee  
Mr. G. N. Lewis, Jr.  
Co. Commrs. of Q. A. Co.

Co. 1A - Fey Rd. - 0.7 miles,  
To be put on Rd. Impr. Index map  
To be added to LM.  
To be inv.





MD 304

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, MARCH 22, 1950.

-----

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain

On recommendation of Chief Engineer W. F. Childs, Jr. as set forth in his letter of March 17, 1950 to the State Roads Commission, the following final estimate was approved for payment and this section of road accepted into the State Highway System for maintenance. Detail of the cost of this contract will be submitted by the Comptroller and recorded in the minutes at a subsequent meeting of the Commission.

Final estimate of \$4,021.68 for completion of construction of a soil cement roadway along the Center-ville Smithsburg Road, from a point 5 miles southeast of Centerville to Ruthsburg, for a distance of 1.852 miles, our Contract #Q-113-2-217 FAS#2-367 (3), T. Edgie Russell, contractor. The contract for this work was awarded on August 22, 1946 and was completed on June 30, 1948.

Copy: Mr. W. F. Childs, Jr.	Mr. C. L. Wannen
Mr. W. C. Hopkins	Mr. Allan Lee
Mr. P. A. Morison	Mr. G. N. Lewis, Jr.
Mr. G. S. Rinehart	Mr. W. A. Friend
Mr. R. Townshend	Mr. W. O. Robins
Mr. A. F. DiDomenico	Mrs. G. S. Rice
Mr. F. P. Scrivener	Co. Commrs. Queen Annes Co.

MD 304 - McNulty - 2/26/49 - Minutes 3/22/50 - Inv 4/16/48  
old Co 81  
Ind Index Map ok  
Tracing ok  
To Be Put on Ind Index Map  
577 - Take out of LM  
Tab. sheets  
Road Life cards  
SLD





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, MARCH 22, 1950.

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain

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Copy: Mr. W. F. Childs, Jr.	Mr. C. L. Wannen
Mr. W. C. Hopkins	Mr. Allan Lee
Mr. P. A. Morison	Mr. G. N. Lewis, Jr.
Mr. G. S. Rinehart	Mr. W. A. Friend
Mr. R. Townshend	Mr. W. O. Robins
Mr. A. F. DiDomenico	Mrs. G. S. Rice
Mr. F. P. Scrivener	Co. Commrs. Queen Annes Co.

114 304 - McNulty - 7/26/49 - Minutes 3/24/50 - Ind. 4/16/48  
old Co 81  
Ind Index map ok  
Testing ok  
To be put on Ind. Imp. Index map  
SM - Take out of 4/49  
Tab. sheets  
Road life cards  
SKD

JOHNSTON ISLAND, JANUARY 22, 1900.

JOHNSTON ISLAND, JANUARY 22, 1900.

JOHNSTON ISLAND, JANUARY 22, 1900.

JOHNSTON ISLAND, JANUARY 22, 1900.

JOHNSTON ISLAND, JANUARY 22, 1900.

State Roads Commission  
TRAFFIC DIVISION

NOV 14 1949

Geo. N. Lewis, Jr.  
Director

November 10, 1949

Mr. Rolph Townshend,  
District Engineer  
State Roads Commission  
Chestertown, Maryland

Dear Mr. Townshend:

The approaches to the bridge over Wye Narrows on the Carmichael Road will be maintained under the county system. This will eliminate the use of route number 631. ← Queen Anne's

Destroy card for Md. 489, Section 1 which will be added to Md. 314, Section 2. ← Caroline

Very truly yours,

Frank P. Scrivener  
Maintenance Engineer

FPS:as

c.c. Mr. Geo. N. Lewis, Jr. ✓  
Mr. Chas. Norris

Attach.

more copies  
File 1 - A.A.  
1 - Caroline



THE UNIVERSITY OF CHICAGO

NOV 24 1914

CHICAGO, ILL.

November 10, 1914

Mr. J. Edgar Hoover,  
Director,  
Bureau of Investigation,  
Washington, D.C.

Dear Sir:

The Department of the Interior has been informed on the  
investigation that this is a fraudulent matter and every  
effort will be made to bring the matter to a speedy  
close.

Very truly yours,  
J. Edgar Hoover

Enclosed for you

Very truly yours,  
J. Edgar Hoover

WJH

U.S. DEPT. OF JUSTICE,  
WASHINGTON, D.C.

11/10/14

C  
O  
P  
Y

November 9, 1949

Mr. Rolph Townshend, District Engineer  
State Roads Commission  
Chestertown, Maryland

Dear Mr. Townshend:

The following additions and changes in route and section numbers  
will be noted for your index file:

<u>Additions</u>		
486	Old Md. 313 between	G
1	Goldsboro and Balto. Corner	1915-48
2	At Hollingsworth Cross Roads	
Co	22' Bitum. Road Mix	0.65
545	From Childs to	E
2	Pleasant Hill	1949
2		
Ce	16' Cal. Clo. Treated Gravel	2.96
433	Smithville toward	G
1	Federalsburg	1949
2		
Co	20' Bitum. Base Course	2.72
485	Old Md. 404 to and thru	J
1	Queen Anne	1915-41
2	16' Conc. 2-3.0' S.A. Shou.	1.23
	18' Spec. "B"	0.18
T	22' Spec. "B"	0.29
485	Old Md. 404 thru	J
2	Hillsboro twd. Denton	1923-41
2	22'-27' Concrete	0.53
Co	15' Conc. 2-3.5' S.A. Shou.	0.92





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, NOVEMBER 2, 1949

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

On request of the Board of County Commissioners for Queen Anne's County, and on recommendation of Chief Engineer W. F. Childs, Jr. and District Engineer Rolph Townshend, the Commission accepted for maintenance as part of the County Road System of Queen Anne's County, section of road in the 7th Election District, known as Chester River Heights Road, from County Road No. 23 westerly for a distance of .2 mile.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners of Queen Anne's County, providing for a 40 ft. right of way.

In said Report, Mr. Townshend states that the present condition of road is "Fair. Needs widening and grading, stabilizing with bank-run gravel." - -

"ESTIMATE COST"

Equipment	\$200.50
Labor	80.00
Materials	<u>45.00</u>
	\$325.50"

Copy: Mr. W. F. Childs, Jr.  
Mr. P. A. Morison  
Mr. R. Townshend  
Mr. C. L. Wannan  
Mr. Allan Lee  
Mr. G. N. Lewis, Jr.  
Co. Commrs. Q.A. Co.  
Mr. F. P. Scrivener

Co. 212 - To Be Inv.

Inv Index Map as.

To Be Put on Rd Impr Index Map.

To Be Filed In Inv Book.

To Be Put on G. H. Tracing. - PUT ON TRACING - 5-13-50

To Be Tab. In LM Forms. LABELED 5-23-50



Mr. Rolph Townshend

November 9, 1949

404	Eastern Shore Blvd.	J
13	Tuckahoe Creek twd. Denton	1949
2	Hillsboro By-pass	
Co	24' Concrete	2.16
404	Eastern Shore Blvd.	J
16	Queen Anne By-pass	1949
2	To Tuckahoe Creek	
Q	24' Concrete	1.70

The following are changes and will replace existing cards:

404	Eastern Shore Blvd.	J
12	Wye Mills twd.	1915-41
2	Queen Anne	
T	16' Conc. 2-3.0' S.A. Shou.	5.94
404	Eastern Shore Blvd.	J
14	Hillsboro By-pass to and	
2	Thru Denton	
Co	Concrete	5.51

Destroy existing cards for Md. 404, Sections 12, 13 and 14.

Very truly yours,

Frank P. Scrivener  
Maintenance Engineer

FPS:as

cc: Mr. Geo. N. Lewis, Jr.  
Mr. Chas. Norris

Attach.



Gibraltar - Onion Skin

MILLERS FALLS

ALL COTTON

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Gibraltar - Onion Skin

MILLERS FALLS

ALL COTTON

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Y

September 16, 1949

Re: Manor Road, Q-108  
Queen Anne County

Mr. Rolph Townshend,  
District Engineer  
State Roads Commission  
Chestertown, Md.

Dear Mr. Townshend:

The section of Manor Road recently accepted for  
State maintenance will be Maryland 303, Section 4.

For further information contact this office.

Very truly yours,

Frank P. Scrivener  
Maintenance Engineer

FPS:as

cc: Mr. Geo. N. Lewis, Jr.  
Mr. Charles Norris

E  
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P  
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September 16, 1943

Re: Manor Road, 4-103  
Losee Area, County

Gibraltar Union Skin

Mr. John T. Tamm  
Director, Bureau  
State Roads Division  
Department, H.  
Dear Mr. Tamm:

MILLERS FALLS

The section of Manor Road previously accepted for  
state maintenance will be Highway 103, Section 4.

For further information contact this office.

Very truly yours,

Frank P. Gaudin  
Maintenance Engineer

FPG:en

cc: Mr. Geo. H. Lewis, Jr.  
Mr. Charles Kowalski



SRC  
min.

SEP 19 1949

Geo. N. Lewis, Jr.  
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, SEPTEMBER 1, 1949

\*\*\*

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell E. McCain.

The Commission, by appropriate action, approved the recommendation contained in Chief Engineer W. P. Childs, Jr.'s letter of August 29 that that section of the Queen Anne-Starr Road in Queen Anne's County from Md. 303 east of Md. 481 in a westerly direction for a distance of 2.324 miles be taken into the State highway system.

This is a Federal Aid Secondary project which upon satisfactory completion was to be taken into the State highway system.

The stabilization of this section of highway was completed on June 30th, 1949.

Copy: Mr. W. P. Childs, Jr.  
Mr. P. A. Morison  
Mr. E. Townshend  
Mr. F. P. Scrivener  
Mr. C. L. Wannen  
Mr. Allan Lee  
Mr. G. N. Lewis, Jr. ✓  
Co. Commrs. of Q.A. Co.





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, AUGUST 10, 1949

Present: Mr. Robert M. Reindollar, Chairman, and Mr. Russell H. McCain.

On request of the Board of County Commissioners for Queen Anne's County, and on recommendation of Chief Engineer W. F. Childs, Jr. and District Engineer Rolph Townshend, the Commission accepted for maintenance as part of the County Road System for Queen Anne's County, the road leading from Route 50 to Station property at Chester, known as Station Lane, a distance of .2 mile, in the 4th Election District of said County.

Road Condition Survey Report submitted By District Engineer Townshend indicates that this road has a 24 foot right of way.

In said Report, Mr. Townshend states: "Condition Fair. Needs draining and shaping. Some gravel added after grading.

ESTIMATE

Material	\$ 175.00
Equipment	92.00
Labor	30.00
	<hr/>
	\$ 297.00"

CC: Mr. W. F. Childs, Jr.  
Mr. P. A. Morison  
Mr. R. Townshend  
Mr. F. P. Scrivener  
Mr. C. L. Wannan  
Mr. Allan Lee  
Mr. G. N. Lewis, Jr.  
Co. Commrs. for Q.A. Co.

Co. 176 - Station Road - .21 miles - Inv. 10/8/36  
Inv. Index Map a.k.  
Inv. Book a.k.  
Tracing a.k.  
To Be Put on Ad. Imp. Index Map  
To Be Tab. In Inv. Forms TABER 5-23-50





EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, JULY 20, 1949

\*\*\*

Present: Mr. Robert M. Reindollar, Chairman, Senator Joseph M. George and Mr. Russell H. McCain.

On request of the Board of County Commissioners for Queen Anne's County, and on recommendation of Chief Engineer W. F. Childs, Jr. and District Engineer Ralph Townshend, the Commission voted to accept for maintenance as part of the County Road System of Queen Anne's County the road leading from Coxes Neck Road to the beginning of the William Cathell lots, known as the Benton Road, a distance of .7 mile, in the 4th Election District of said County.

Road Condition Survey Report submitted by District Engineer Townshend indicates that this section of road has been accepted and recorded by the County Commissioners for Queen Anne's County, providing for a 30 feet right of way.

In said Report, Mr. Townshend gives the following estimated cost for improvement of this section of road:

"32 ft. 12" Concrete Pipe @ 1.25 (in place)	\$ 102.50
Bank run gravel (in place)	1000.00
	130.00
Grading and drainage	240.00
	<u>\$ 1522.50</u>

Copy: Mr. W. F. Childs, Jr.  
Mr. P. A. Morison  
Mr. R. Townshend  
Mr. F. P. Scrivener  
Mr. C. L. Wanner  
Mr. Allan Lee  
Mr. G. H. Lewis, Jr.  
Co. Commrs. Q. A. Co.

Co. 211 - Benton Road - 0.7 Miles - To Be Inv  
Inv. Index Map a.k.  
To Be Filed In Inv Book  
To Be Put on Tracing  
To Be Tab. In LM Forms TAPED 5/25/50  
To Be Put on Rd. Impr Index Map

UNIVERSITY OF MICHIGAN LIBRARY  
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ANN ARBOR, MICH. 48106



Cassell  
Traffic

July 15, 1949

Contract: Q-199-1-211

Wye Narrows Bridge & Approaches

Mr. F. P. Scrivener  
Maintenance Engineer

Dear Mr. Scrivener:

I have received the grants for the approaches to the Wye Island Bridge. Length indicated is 0.42.

Please advise me the location of this 0.42 of a mile, whether north or south of the bridge or which part on both ends.

Very truly yours,

Rolph Townshend

District Engineer

RT/c

cc: Mr. Deputy

*Approaches to be maintained in County System*

11/11/51  
10/11/51

10/11/51

10/11/51

10/11/51

10/11/51

10/11/51

10/11/51

State Roads Commission  
TRAFFIC DIVISION

JUL 15 1949

Geo. N. Lewis, Jr.  
Director

July 14, 1949

Re - Q-199-1-211  
Wye Narrows Bridge & Approaches  
(Carmichael Road)

Mr. Rolph Townshend,  
District Engineer  
State Roads Commission  
Chestertown, Maryland

Dear Mr. Townshend:

Attached find authority of acceptance for maintenance  
in the State system of the above road and approaches.  
I am assigning No. 631, Section 1 to the road and  
2105 to the bridge.

Very truly yours,

Frank P. Scrivener  
Maintenance Engineer

THM:as

Attach.

c.c. Mr. Geo. N. Lewis, Jr. ✓  
Mr. Norris

*Kent County*



TRAFFIC DIVISION

ST. LOUIS, MO.

Geo. N. Lewis Jr.  
President

May 21, 1948

TO: Mr. J. Edgar Hoover  
FROM: Mr. J. Edgar Hoover  
(Enclosure)

Re: Mr. J. Edgar Hoover  
Letter to Mr. J. Edgar Hoover  
dated May 19, 1948.

Dear Mr. J. Edgar Hoover:

I am writing you in response to your letter of May 19, 1948, regarding the matter of the American Civil Liberties Union (ACLU) and its activities in the St. Louis area.

Sincerely,  
J. Edgar Hoover

Lifetime Enclosure

ENCLOSURE

May 21, 1948

*Mr. Cancell* Miss Helen  
Please note & file  
DWC

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, MAY 26, 1948

Present: Mr. Robt. M. Reindollar, Chairman, and Mr. Russell H. McCain

The Barclay-Church Hill Road, a county road in Queen Anne's County, which has been graded, drained, and gravel surfaced as a Federal Aid Project, has now been fully completed, and the Commission has received from Dist. Engr. Rolph Townshend his recommendation that the said road for a distance of 1.772 miles be accepted for maintenance as a part of the State Highway System.

At the time of the contemplated improvement of this section of road there was an understanding between the County Commissioners of Queen Anne's County and the State Roads Commission that upon its completion the project would be incorporated for maintenance as a part of the State Highway System.

District Engr. Townshend, in his letter recommending the acceptance of this section of road into the State Highway System, advises that adequate right of way was acquired for this project.

In view of the facts as above set forth, the Commission, upon motion duly made and seconded, voted to accept for maintenance, from the County Commissioners of Queen Anne's County, as a State Highway, the section of Barclay-Church Hill Road, a length of 1.772 miles, and directed that the County Commissioners of Queen Anne's County be notified of this action.

CC: Mr. R. M. Reindollar  
Mr. W. F. Childs, Jr.  
Mr. R. Townshend  
Mr. F. P. Scrivener  
Mr. C. L. Wannen  
Mr. Allan Lee  
Mr. G. N. Lewis, Jr.  
Co. Commrs. Q. A. Co.

*Md. 202 — O.K. on Tracing  
O.K. on Inv. Index Map  
Inv. 9/16/47*



REPORT FROM MEMBERS OF BOARD OF COUNTY COMMISSIONERS  
JANUARY, 1912

MEMORANDUM FOR THE BOARD OF COUNTY COMMISSIONERS, JANUARY 1, 1912.

The Board of County Commissioners has the honor to acknowledge the receipt of your letter of the 28th inst. in relation to the proposed amendment to the charter of the County of Santa Clara, California, which has been referred to the Board of County Commissioners for their consideration. The Board of County Commissioners has the honor to acknowledge the receipt of your letter of the 28th inst. in relation to the proposed amendment to the charter of the County of Santa Clara, California, which has been referred to the Board of County Commissioners for their consideration.

At the time of the introduction of the proposed amendment to the charter of the County of Santa Clara, California, the Board of County Commissioners was informed that the proposed amendment was being introduced by the Board of County Commissioners for their consideration. The Board of County Commissioners has the honor to acknowledge the receipt of your letter of the 28th inst. in relation to the proposed amendment to the charter of the County of Santa Clara, California, which has been referred to the Board of County Commissioners for their consideration.

Respectfully,  
J. H. HARRIS, Chairman  
Board of County Commissioners

In the case of the proposed amendment to the charter of the County of Santa Clara, California, the Board of County Commissioners has the honor to acknowledge the receipt of your letter of the 28th inst. in relation to the proposed amendment to the charter of the County of Santa Clara, California, which has been referred to the Board of County Commissioners for their consideration.

Very respectfully,  
J. H. HARRIS, Chairman  
Board of County Commissioners



*Mr. Cassel*

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, DECEMBER 9, 1947

Present: Mr. Robt. M. Reindollar, Chairman, Senator Jos. M. George and  
Mr. Russell H. McCain.

Under date of February 27, 1947, Cf Engineer Ballard, in a letter addressed to the State Roads Commission, with respect to the Millington-Chesterville Road in Kent County, the McGinnes Corner Road and the Ingleside-Roe Road in Queen Anne's County, brings to the Commission's attention the fact that the Millington-Chesterville Road, which has been completed and accepted, has already been brought into the State System by action of the Commission on December 5, 1946.

The recommendation is made that the McGinnes Corner Road, in Queen Anne's County, be accepted by the Commission for maintenance as part of the State Highway System, as this section of road has been completed, and the Traffic Division, in their studies of the recommendations for improvement in Queen Anne's County, had previously stated that this road is eligible for acceptance into the State System upon its completion.

With respect to the Ingleside-Roe Road, in Queen Anne's County, Mr. Ballard states: "A further study of the project would indicate that it quite properly should be made a part of the State road system upon the completion of the remaining gaps in the highway between Hope and Ingleside, and which is known as State Route 305."

In answer to this letter, Chairman R. M. Reindollar, in a letter dated March 4, addressed to Mr. Ballard, in referring to these three sections of road, "all three of these projects being part of the secondary road construction programs", states: "It is the opinion of the Commission that as these roads are brought up to State standards, they should immediately be taken into the system for State maintenance."

The question of the acceptance of these two sections of road in Queen Anne's County, namely the McGinnes Corner Road and the Ingleside-Roe Road, developed again at this meeting, and it was voted that the McGinnes Corner Road, Contract Q-155-1-250, FAP #S-346 (2), a length of 4.272 miles, be accepted for maintenance as a part of the State highway system. This section of road has a 20' width, with two 8' shoulders.

With respect to the Ingleside-Roe Road, Contract Q-175-1-250, FAP #S-112 (1), a length of 0.876 mile, it was voted that rather than wait for the full completion of the remaining gap in this road, that at this time it be taken over for maintenance as a part of the State system. This section has a 20' width of surfacing, with two 6' shoulders. The remaining uncompleted sections between Hope and Ingleside, to which reference is made above, will be accepted as part of the State Road System as they are completed.

Copy:

Mr. W. F. Childs, Jr.	Mr. R. Townshend
Mr. F. P. Scrivener	Mr. L. A. Kahn
Mr. W. T. Ballard	Mr. A. F. Shure
Mr. G. N. Lewis, Jr.	Mr. W. A. Codd
Co. Comms. Q.A. Co.	





COMMISSION

ROBERT M. REINDOLLAR, CHAIRMAN  
P. WATSON WEBB  
RUSSELL H. MCCAIN



DEPARTMENT OF PUBLIC WORKS  
STATE OF MARYLAND  
**STATE ROADS COMMISSION**  
108 EAST LEXINGTON STREET  
BALTIMORE - 3, MD.

*Rel. Accepted Into State System*  
*File*  
W. T. BALLARD,  
CHIEF ENGINEER

L. H. STEUART,  
SECRETARY

RECEIVED

October 1, 1947

OCT 6 1947

W. F. CHILDS, Jr.

Mr. Rolph Townshend, Dist. Engr.  
State Roads Commission  
Chestertown, Maryland

Dear Mr. Townshend:

This is in reference to your letter of September 18, 1947 incident to your questions as to the acceptance of certain Queen Anne County secondary projects into the State Highway System. Your letter of September 18 was directed to the Chief Engineer and in reply to my letter of inquiry of September 24 as to why questions concerning these highways were again brought up, you reply further on the subject in a letter directed to me under date of September 26.

You state in your letter of September 26 that there seems to be no definite procedure - at least any with which you are acquainted - as to just how roads are accepted for maintenance as a part of the State Highway System.

For your information, I will refer briefly on this subject as follows:

The recommendations presented to this office by most of the County Commissioners throughout the State - which recommendations have to do with the expenditure of Federal Secondary Funds - set up the desires of the County Commissioners as to what projects should in their judgment be made a part of the State Highway System.

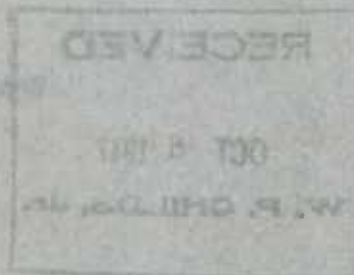
This is an excellent procedure and I would suggest that you have the County Commissioners of your district make similar recommendations. It does not mean, however, that their recommendations as to the acceptance of the highways into the system will be complied with. Their desires are usually considered by the several departments. The District Engineer makes certain comments with respect to it. Furthermore, it is given very serious consideration by the Traffic Division, and at the time the Chief Engineer prepares his recommendation to the Commission for the acceptance of the program, he in all probability will comment on the subject, and as a final procedure the Commission, upon the acceptance of the project from the contractor, will consider the merits of having the particular job made a part of the State Highway System for maintenance.

*Queen Anne County*





DEPARTMENT OF PUBLIC WORKS  
STATE OF MARYLAND  
STATE ROADS COMMISSION  
100 EAST LEXINGTON STREET  
BALTIMORE - 5, MD.



October 8, 1947

This is in response to your letter of September 15, 1947, regarding the proposed extension of the State Road Commission's jurisdiction over the State Road System. The Commission has considered the matter and has decided to recommend that the proposed extension be approved. This recommendation is based on the fact that the proposed extension is in the public interest and will result in a more efficient and economical operation of the State Road System.

The Commission has also considered the proposed extension of its jurisdiction over the State Road System to include the maintenance and repair of the State Road System. This recommendation is based on the fact that the proposed extension is in the public interest and will result in a more efficient and economical operation of the State Road System.

The Commission has also considered the proposed extension of its jurisdiction over the State Road System to include the construction of new State Roads. This recommendation is based on the fact that the proposed extension is in the public interest and will result in a more efficient and economical operation of the State Road System.

The Commission has also considered the proposed extension of its jurisdiction over the State Road System to include the operation of the State Road System. This recommendation is based on the fact that the proposed extension is in the public interest and will result in a more efficient and economical operation of the State Road System.

Mr. Rolph Townshend

-2-

Oct. 1, 1947

I will next refer to the procedure which is followed by this office in the disposition of a contract after the contractor has finished his work.

The final estimate, after all matters incident to the contract have been disposed of, is presented to the Chief Engineer and he in turn presents these papers to the Commission, through the Secretary, with recommendations as to the disposition of the project and at that time he recommends whether or not it should be made a part of the State Highway System and under what conditions.

Upon action by the Commission, the abstracts of the Minutes are presented to all of the interested departments, and as District Engineer you receive copies of these minutes. It is suggested, therefore, that you refer, in the case of the several projects to which you make reference, to the action of the Commission and to any correspondence which you might have incident to the project, and if these minutes do not carry the information that these projects have been accepted as a part of the State Highway System, they are not to be maintained by you as a part of the State Highway System. The fact that you receive, upon request, route and section numbers from this office on several of these projects, does not in any way give you the authority to proceed with the maintenance of these projects as State projects.

Incidentally, and without reviewing the correspondence on the subject, I believe it is understood that the Queen Anne County projects will, after surface treatment the coming year, become a part of the State Highway System, a procedure which you apparently are very much in favor of, as per your letter to the Chief Engineer of September 18, 1947.

I might add that in the future, in the event you request route and section numbers for any particular project, you are going to be questioned as to the justification for such information of this office, if the information is not available to indicate that the particular project is to become a part of the State Highway System.

Certainly, the whole procedure is very simple. You have full access to all the correspondence between this office and the County Commissioners, to action taken by the Commission on matters of this kind, and there certainly should be no confusion with the County Commissioners or others as to the intent in the disposition of any highway constructed out of lateral gas tax monies and federal funds. Furthermore, I believe you are entirely familiar with the fact that all highways constructed from these funds do not make a part of the State Highway System.

Very truly yours,

AFS:W

CC: Mr. W. T. Ballard  
Mr. L. H. Stewart  
Mr. W. F. Childs  
Mr. F. P. Scrivener

Austin F. Shure  
Asst. to Chief Engineer.







C O P Y

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

TUESDAY, AUGUST 19, 1947

Present: Mr. Robt. M. Reindollar, Chairman, Messrs. P. Watson Webb and Russell H. McCain.

Acting on the recommendation of the County Commissioners of Queen Anne's County, which recommendation was concurred in by Chief Engineer Ballard, the Commission, upon motion duly made and seconded, voted to accept for maintenance as part of the County Road System of said County, a section of the Lots Road in the 4th Election District, from Route 13 to County Road #10, a distance of 0.25 mile; also, the Hopkins Landing Extended Road in the 3rd Election District, running from Denny's Landing to Neavitt Farm Gate, a distance of 0.5 mile.

Road Condition Survey Reports, submitted by District Engineer Rolph Townshend, indicate that the County Commissioners of Queen Anne's County have accepted and have on record deeds indicating a 30' right of way for each of these road sections.

With respect to the Lots Road, the Road Condition Survey Report shows an estimated cost of \$847.00 for material, equipment and labor to place this road in satisfactory condition. With respect to the Hopkins Landing Extended Road, the estimated cost for conditioning this section is given as \$679.00

Copies: Mr. W. T. Ballard  
Mr. W. F. Childs, Jr.  
Mr. L. A. Kahn  
Mr. R. Townshend  
Mr. Wm. A. Codd  
Mr. F. P. Scrivener  
Co. Commrs. of Q. A. Co.

*O.K. on G H map.*

*O.K. in L. M. forms.*



EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, FEBRUARY 18, 1947

Present: Mr. Robert M. Reindollar, Chairman, Messrs. P. Watson Webb  
and Russell H. McCain.

On recommendation of the County Commissioners of Queen Anne's County, which recommendation was concurred in by District Engineer Rolph Townshend and by Chief Engineer Wilson T. Ballard, the Commission, upon motion duly made and seconded, voted to accept for maintenance as a part of the County Road System of said County, the Boyer Farm Road, in the 3rd Election District, from County Road No. 13 to Boyer Farm Gate, a distance of 0.4 mile.

It is understood that the County Commissioners have accepted and had recorded, deed for a 30' right of way.

The Road Condition Survey Report submitted by District Engineer Townshend carries the following statement with respect to this road: "Badly rutted; needs widening, grading, draining, and surfaced with bank-run gravel. Estimated cost, \$447.00."

Copy: Mr. W. T. Ballard  
Mr. R. Townshend  
Mr. L. A. Kahn  
Mr. W. F. Chiles, Jr.  
Mr. F. P. Scrivener  
Mr. W. A. Codd  
County Commissioners





# INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS

STATE OF MARYLAND

## STATE ROADS COMMISSION

DISTRICT OR  
DIVISION Traffic

November 21, 1946.

To: Mr. Cassell


From: Mr. Childs

Subject: Additions to State Highway System

There is attached copy of letter of November 19 from Mr. Thos. H. McNulty to District Engineer Townshend assigning Rt. No. 526, Section # 1, to the Ingleside-Roe Road which was recently built under contract Q-175.

We will not consider this as an addition to the State highway system until official action has been taken by the S.R.C.

Very truly yours,



Wm. F. Childs, Jr.  
Director

WFCjr-d

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS

STATE OF MICHIGAN

STATE BOARD COMMISSION

MEMORANDUM

TO THE BOARD

FROM THE

DATE

RE

FILE NO.

SUBJECT

There is a request for a change in the rules of the Board. The request is for a change in the rules of the Board regarding the appointment of members to the Board. The request is for a change in the rules of the Board regarding the appointment of members to the Board.

The Board has considered the request and has decided to grant the request. The Board has decided to grant the request for a change in the rules of the Board regarding the appointment of members to the Board.

Very truly yours,

Chairman



COMMISSION

ERAZER B. WHITMAN, CHAIRMAN  
P. WATSON WEBB  
~~W. F. CHILDS, JR.~~  
RUSSELL H. MCCAIN



DEPARTMENT OF PUBLIC WORKS  
STATE OF MARYLAND  
STATE ROADS COMMISSION  
108 EAST LEXINGTON STREET  
BALTIMORE - 3, MD.

W. T. BALLARD,  
CHIEF ENGINEER

L. H. STEUART  
SECRETARY

RECEIVED

NOV 19 1946

W. F. CHILDS, JR.

November 19, 1946

Mr. Rolph Townshend  
State Roads Commission  
Chestertown, Maryland

Dear Mr. Townshend:

Complying with your request of November 1st, I am assigning Route No. 526, Section No. 1 to the Ingleside-Roe Road which was recently built under contract Q-175.

It is my understanding that this road is to be recommended by you for acceptance by the Commission.

Very truly yours,

*T. H. McNulty*

T. H. McNulty  
Maintenance Division

THM:AS

c.c. Mr. L. H. Steuart  
Mr. W. F. Childs, Jr.  
Mr. Wm. Leaverton

W. F. WALLACE  
CHIEF ENGINEER  
L. H. KIRKLAND  
SECRETARY



DEPARTMENT OF PUBLIC WORKS  
STATE OF MARYLAND  
STATE ROADS COMMISSION  
105 EAST LEXINGTON STREET  
BALTIMORE - 3, MD.

COMMISSIONER  
W. B. WHITMAN, CHAIRMAN  
R. WATSON, VICE  
W. WATSON, JR.  
J. L. H. MCCAIN

RECEIVED  
NOV 19 1935  
W. F. CHURCH

November 19, 1935

Mr. J. L. H. McCain  
State Road Commission  
Baltimore, Maryland

Enclosed for you are two copies of a report of the  
State Road Commission, dated and captioned as above.  
The report was prepared by the State Road Commission  
and is being submitted to you for your information.  
The report is being submitted to you for your information.

Very truly yours,

*W. B. Whitman*

W. B. Whitman  
Chairman, State Road Commission

W. B. Whitman  
Chairman, State Road Commission



EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, JULY 2, 1946.

---

Present: Mr. Robert M. Reindollar, Chairman, Messrs. P.  
Watson Webb and Russell H. McCain.

The request made by the County Commissioners of Queen Anne's County that the Commission take over for maintenance as part of the County Road System of said County the Camp St. Martin Road, in Election District No. 4, running from County Road #19 north 350 feet, was, upon the recommendation of Chief Engineer Wilson T. Ballard, approved, and this section of road accepted for maintenance as part of the County Road System.

The Road Condition Survey Report submitted by District Engineer Ralph Townshend indicates that this short section of roadway can be placed in condition for traffic at an estimated cost of \$244.50. The said Report further indicates that the County Commissioners have provided for a 30 ft. right of way.

Copy - Mr. Ballard  
Mr. Townshend  
Mr. F. P. Scrivener  
Mr. W. A. Codd  
Mr. L. A. Kahn  
Mr. W. F. Childs, Jr.

Inv. By Rees 7/29/46

Tab - 1946 - 10' E.C. - County

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Y



EXHIBIT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, JULY 2, 1946

Present: Mr. Robert M. Balch, Chairman, Newark, N. J.  
Watson Webb and Russell H. McCall.

The report made by the County Commissioners of Essex  
County that the Commission take over the maintenance of  
part of the County Road System of said County was Camp St.  
Martin Road, in Section 12, Twp. 1, R. 1, Essex County.  
Road 219 north 350 feet, was, upon the recommendation of Chief  
Engineer Wilson T. Ballard, approved, and this section of road  
accepted for maintenance as part of the County Road System.

The Road Condition Survey Report submitted by District  
Engineer Ralph Townsend indicated that this section of  
road can be placed in condition for travel at an estimated  
cost of \$244.50. The said Report further indicates that the  
County Commissioners have provided for a 30 ft. right of way.

Copy - Mr. Ballard  
Mr. Townsend  
Mr. E. F. Sawyer  
Mr. W. A. Dodd  
Mr. J. A. Kahn  
Mr. W. E. Collins, Jr.

C  
O  
F  
Y

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, MARCH 7, 1946

\*\*\*

Present: Mr. Robert M. Reindollar, Chairman, Messrs. P. Watson Webb and Russell H. McCain.

The Commission received a letter from the Board of County Commissioners of Queen Anne's County, dated February 13, 1946, requesting that the Oyster House Road, in the Fifth Election District of said County, be taken over for maintenance as a part of the County Road System of Queen Anne's County. The letter states that the right of way has been recorded in the Land Record Book of Queen Anne's County.

This letter was referred to the Engineering Department for report, and District Engineer Rolph Townshend submitted to Chief Engineer Wilson T. Ballard, under date of February 26, 1946, Condition Survey Report for the road referred to, which runs from County Road #26 northward for a distance of .2 mile.

Mr. Townshend reports that the roadbed, which consists of oyster shells, should be widened and he estimates the cost of labor, materials and equipment at a total of \$475.50.

Chief Engineer Ballard, in transmitting this matter to the Commission by letter dated March 5, states that he concurs in the report of the District Engineer and recommends favorable action by the Commission. It was thereupon, upon motion duly made and seconded, voted, at the request of the County Commissioners of Queen Anne's County, that this .2 mile section of road, locally known as the Oyster House Road, be accepted for maintenance as part of the County Road System of Queen Anne's County.

Copy; Mr. W. T. Ballard  
Mr. R. Townshend  
Mr. F. P. Scrivener  
Mr. W. A. Codd  
Mr. L. A. Kahn  
Mr. W. F. Childs, Jr.  
County Commissioners

*Inv. By Roads 7/19/46  
Tab 1946 - CO - 10' E6*

COPY



REPORT FROM BOARD OF TRUSTEES OF THE STATE LAND COMMISSION  
THURSDAY, MARCH 7, 1946

\*\*\*

Present: Mr. Robert M. Weinberger, Chairman, Messrs. P. Watson,  
Wesley and Russell P. McCain.

The Commission received a letter from the Board of  
County Commissioners of Green Anne's County, dated February 15,  
1946, requesting that the State Land Commission, in the future  
allocate District of this County, to take over for maintenance  
as a part of the County Road System of Green Anne's  
County. The letter states that the right of way has been  
recorded in the Land Record Book of Green Anne's County.

This letter was referred to the Engineering Department  
for report, and District Engineer Ralph Townsend submitted  
to Chief Engineer William T. Ballard, under date of February 22,  
1946, Condition Survey report for the road referred to, which  
shows Green Anne's County Road No. 1 for a distance of 2.5 miles.

Mr. Townsend reports that the road, which consists of gravel  
shells, should be widened and he estimates the cost of labor,  
materials and equipment at a total of \$275.50.

Chief Engineer Ballard, in transmitting this matter  
to the Commission by letter dated March 3, states that he concurs  
in the report of the District Engineer and recommends favorable  
action by the Commission. It was thereupon, upon motion duly  
made and seconded, voted, at the request of the County Commissioners  
of Green Anne's County, that this 2.5 mile section  
of road, locally known as the Green Anne's Road, be allocated  
for maintenance as part of the County Road System of Green  
Anne's County.

- COPY: Mr. W. T. Ballard  
Mr. P. Townsend  
Mr. E. J. Conover  
Mr. W. A. Cook  
Mr. L. A. Lamb  
Mr. W. L. Childs, Jr.  
County Commissioners



# INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS

STATE OF MARYLAND

## STATE ROADS COMMISSION

DISTRICT OR  
DIVISION Traffic

January 29, 1946.

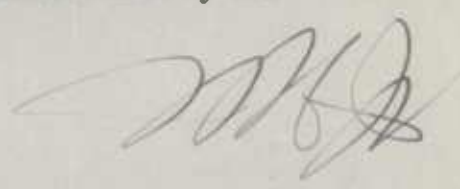
To: Mr. Cassell

From: Mr. Childs

Subject: S.R.C. Minutes

I enclose excerpt from minutes of meeting of the State Roads Commission on January 22 approving the revised post-war construction program submitted by Queen Annes County and breaking this program down into priorities for each of three years.

I thought you would be interested in knowing how closely this follows the recommendations made by us.

  
Wm. F. Childs, Jr.,  
Director

WFCjr:jw

*Miss W  
resend copies  
WFCjr*

INDEPENDENT JUDICIAL

OF THE STATE OF NEW YORK

IN SENATE

STATE BOARD OF COMMISSIONERS

OFFICE OF THE  
CLERK

ALBANY, N. Y.

1911

1912

1913

REPORT OF THE  
COMMISSIONERS OF THE  
STATE BOARD OF COMMISSIONERS  
FOR THE YEAR 1911

ALBANY, N. Y.:  
1912

1911

1912

Copy: Mr. W. T. Ballard  
Mr. A. F. Shure  
Mr. L. A. Kahn

Mr. R. Townshend  
Mr. W. F. Childs, Jr.  
Mr. W. C. Hopkins

Mr. W. A. Codd  
Mr. R. M. Reindollar  
County Commissioners

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, JANUARY 22, 1946

\*\*\*

Present: Mr. Robert M. Reindollar, Chairman, Messrs. P. Watson Webb and Russell H. McCain.

With respect to the three-year post-war highway construction program for Queen Anne's County, Chief Engineer Wilson T. Ballard, by letter dated January 10, 1946, addressed to the Commission, states that as a result of conferences on the subject with the Board of County Commissioners of said County, the said Board, "under date of May 8, 1945, presented to this Commission a revision of the former recommendations, presenting in some detail the work proposed by them." These projects were subsequently reviewed by the Traffic Division and found to be in order, also meeting with the approval of the District Engineer's office. Estimates have been prepared by the Department of Plans and Surveys, and the program as now proposed, "which meets with the approval of the several departments of this Commission as to importance and order of priority, is listed as follows:

Priority No.	Proj. No.	Location	Type of Highway or Bridge	Mil.	Est. Cost
1	1	Crouse's Mill Bridge ( $\frac{1}{2}$ in Caroline Co.'s Est.)			\$ 4,750.00
2	2	Island Creek Bridge			21,600.00
3	3	Centerville-Ruthsburg	16' Soil Cement	1.8	33,500.00
4	4	Ingleside to Roe McGinnis Cor. twd. Chestertown Church Hill to Barclay	20' Bit. Road Mix 18' " Stab. Base 18' " " "	0.8 4.74 2.0	10,000.00 38,000.00 16,500.00
5	5	Queen Anne-Starr	16' Gravel Surf.	4.5	71,900.00
6	6	Crumpton twd. Millington " " "	16' " " 16' " " with timber bridge	1.2 0.5	26,600.00 33,100.00
7	7	Rt. 300 at Anderson's Cor. to Shenk's Corner Shenk's Corner to Barclay Templeville Road Peter's Cor. to Shenk's Duhamel's Cor. to Barclay- Templeville Road	16' Gravel Surf. with timber bridge 16' Gravel Surf. with timber bridge 16' Gravel Surf. 16' Gravel Surf.	2.49  1.75  3.0 4.95	22,100.00  16,100.00  24,200.00 42,100.00
8	8	Barclay to Church Hill	16' Gravel Surf.	4.35	70,800.00
9	9	Rt. 213 to Burrisville and return via Spaniard's Neck	16' Gravel Surf. with timber bridge	9.35	141,500.00
10	10	Stabilization of Items 5 to 8, inclusive	Bit. Stab. Base	22.74	199,300.00



Mr. W. L. Good  
Mr. E. L. Robinson  
County Commissioner

Mr. W. L. Good  
Mr. E. L. Robinson  
County Commissioner

Copy: Mr. W. L. Good  
Mr. E. L. Robinson  
Mr. J. L. King

MINUTES OF MEETING OF THE BOARD OF COUNTY COMMISSIONERS  
JANUARY 22, 1948

Present: Mr. Robert W. Robinson, Chairman, Messrs. E. L. Robinson and Russell H. Robinson.

With reference to the three-year road-and highway construction program for Green Anne's County, which began on January 1, 1948, by letter dated January 10, 1948, addressed to the Commission, stating that as a result of conference on the subject with the Board of County Commissioners of said County, the said Board, on the date of May 8, 1948, presented to this Commission a revision of the former road-and highway program, providing in some detail the work proposed by them. These projects were this day reviewed by the Traffic Division and found to be in order, also meeting with the approval of the District Engineer's office. Estimates have been prepared by the Department of Finance and Survey, and the program as now proposed, which meets with the approval of the several departments of this Commission as to importance and order of priority, is listed as follows:

Priority No.	Project No.	Description	Estimated Cost	Type of Highway or Bridge
1	1	Green Anne's Mill Bridge (in Caroline Co.'s list.)	\$1,750.00	
2	2	Island Creek Bridge	\$1,800.00	
3	3	Centerville-Bethsburg	\$2,500.00	18' Cell Concrete
4	4	Ingleside to Roe Belmont's Cor. twd. Centerville	\$10,000.00 \$8,000.00	20' H.P. Road Mix 0.8 18' " " " " 4.75
		Church Hill to Barclay	\$10,500.00	18' " " " " 2.0
5	5	Green Anne-Start	\$7,000.00	18' Gravel Surf. 4.5
6	6	Grington twd. Millington " " "	\$5,000.00 \$2,100.00	18' " " " " 1.5 18' " " " " 0.5 with timber bridge
7	7	Rt. 300 to Anderson's Cor. to Shank's corner Shank's corner to Barclay- Leopoldville Road	\$2,100.00 \$1,100.00	18' Gravel Surf. 2.45 with timber bridge 18' Gravel Surf. 1.75 with timber bridge
		Roe's Cor. to Shank's Barclay's Cor. to Barclay- Leopoldville Road	\$2,500.00 \$2,100.00	18' Gravel Surf. 3.0 18' Gravel Surf. 4.95
8	8	Barclay to Church Hill	\$7,000.00	18' Gravel Surf. 4.75
9	9	Rt. 212 to Leopoldville and return via Spangler's Road	\$10,500.00	18' Gravel Surf. 0.95 with timber bridge
10	10	Staplewood to Home 2 " " " " " "	\$10,500.00	H.P. Road Base 22.75

Priority No.	Proj. No.	Location	Type of Highway or Bridge	Mil.	Est. Cost
11	11	Rt. 213 at Starkey's Cor. to Flat Iron Square	16' Gravel Surf.	2.0	\$ 60,000.00
		Martha Anderson's Cor. to Rt. 213 at Brown's Cor.	16' " " with bridge	2.5	79,500.00
		Standbury's Cor. to Hope	16' Gravel Surf. with timber bridge	5.5	104,000.00
12	12	Rt. 300 at Sudlersville Cemetery to Del. Line	16' Gravel Surf. with timber bridge	7.8	190,300.00
		Rt. 313 at Sandtown to Benj. Stevens' Cor.	16' Gravel Surf.	1.7	25,100.00
13	13	Carmichel Road	Surface Treatment	2.0	5,600.00
14	14	Rt. 18 at Shortall's Store to Schoolhouse twd. Blakeford Farm	16' Gravel Surf. with timber bridge	2.5	40,000.00
15	15	Rt. 213 to Starr via Wye Mills Sta.	16' Gravel Surf.	4.5	82,800.00
TOTAL				-	\$ 1,359,350.00

According to Mr. Ballard's letter, and quoting therefrom: "The Federal Highway Act of 1944 provides Queen Anne's County with \$41,436.23 annually for a three-year period, which when matched will amount to funds totalling \$248,617.38. The County Commissioners have accumulated through this office a reserve fund during the emergency period amounting to \$91,667.00, but it is believed that this fund will be used for matching Federal funds instead of providing an additional amount for highway construction. It is in order, therefore, to consider the sum of \$248,617.38 in preparing for the three-year post-war secondary highway program.

The work contemplated each year for the three-year post-war period is listed hereunder:

<u>Recommendation - First Year</u>		<u>Mileage</u>	<u>Est. Cost</u>
1 - Crouse's Mill Bridge ( $\frac{1}{2}$ in Caroline Co.'s Est.)			\$ 4,750.00
2 - Island Creek Bridge			21,600.00
3 - Centerville-Ruthsburg	1.8		33,500.00
4 - Ingleside to Roe	0.8		10,000.00
McGinnis Cor. twd. Chestertown	4.74		38,000.00
Church Hill to Barclay	2.0		16,500.00
			\$ 124,350.00
<u>Recommendation - Second Year</u>			
5 - Queen Anne - Starr	4.5		\$ 71,900.00
<u>Recommendation - Third Year</u>			
6 - Crumpton twd. Millington	1.2		\$ 26,600.00
" " "	0.5		33,100.00
			\$ 59,700.00



Priority No.	Location	Highway or Bridge	Estimate	Actual
11	11	11' Gravel Surf.	5.0	5.0
12	12	12' Gravel Surf.	7.5	7.5
13	13	13' Gravel Surf.	1.0	1.0
14	14	14' Gravel Surf.	2.5	2.5
15	15	15' Gravel Surf.	4.5	4.5
TOTAL				\$1,350.00

According to Mr. Ballard's letter, and giving therefrom: "The Federal Highway Act of 1934 provides Green Anne's County with \$43,435.00 annually for a three-year period, which when entered will amount to \$130,305.00. The County Commissioners have authorized through this office a reserve fund during the emergency period amounting to \$21,000.00, but it is believed that this fund will be used for matching Federal funds instead of providing an additional amount for highway construction. It is in order, therefore, to consider the sum of \$43,435.00 in payment for the three-year secondary highway program."

The work contemplated each year for the three-year period is listed hereunder:

Recommendation - First Year	Estimate	Actual	
1 - Green Anne's Mill Bridge (in Caroline Co.'s dist.)	2.5	2.5	
2 - Island Creek Bridge	2.5	2.5	
3 - Centerville-Bridgeway	0.5	0.5	
4 - Inland to Road	0.5	0.5	
5 - Caroline Co. and Green Anne	4.5	4.5	
6 - Green Anne to Parkway	2.0	2.0	
TOTAL			\$13,300.00
Recommendation - Second Year			
7 - Green Anne - Starr	4.5	4.5	\$4,500.00
Recommendation - Third Year			
8 - Green Anne Mill Bridge	1.5	1.5	\$1,500.00
9 - " " "	0.5	0.5	\$500.00
TOTAL			\$6,500.00



As the result of conference held at this office with the County Commissioners of Queen Anne's County on January 17, 1946, the above program, affecting the recommendations for the first and second year, with particular reference to No. 4, was amended so that the Church Hill to Barclay Road, 2.0 miles, estimated cost \$16,500.00, has been moved up to the first year, leaving only No. 5, or the Queen Anne - Starr Road, 4.5 miles, estimated cost \$71,900.00, for improvement during the second year. This, of course, does not in any way affect the grand total of the summary for the three years, which is as follows:

Summary

First Year - -	\$ 124,350.00
Second Year - -	71,900.00
Third Year - -	<u>59,700.00</u>

TOTAL - \$ 255,950.00

Continuing with Mr. Ballard's letter, and quoting therefrom: "The total amount for the three-year period, while considerably less than the program as proposed by the County Commissioners, exceeds the amount proposed to the extent of \$7,332.62. However, under-runs in the construction as planned may permit the completion of the three-year program, totalling \$255,950.00, as set up herein, and the approval of the Commission is requested for the program as proposed."

After consideration by the Commission of the program as submitted, including the location of each of the projects on the county map, the program as above set forth and as amended by request of the County Board, was approved.

In confirmation of the verbal request of the County Board at the meeting held on January 17, with respect to the inclusion of the Church Hill to Barclay Road in the program for the first year, and also with reference to certain matters pertaining to the financing of the said program by the County ~~and~~ authorities to match Federal funds, the following letter has been received by the Commission and is set forth herein for the purpose of future reference.

BOARD OF COUNTY COMMISSIONERS  
FOR QUEEN ANNE'S COUNTY  
CENTREVILLE, MARYLAND

January 17, 1946

State Roads Commission  
Baltimore, Maryland

Gentlemen:

Confirming our conversation with your Commission in your office today, the County Commissioners of Queen Anne's County approve the three year post war program as adopted by the Commission now estimated to cost approximately \$255,000.00 with the understanding that Item #4, the Church Hill-Barclay Road, will be moved up from the second year's construction program into the first year's construction program.

As the result of conference held at this office with the County Commissioners of Anson County on January 17, 1945, the above program, including the recommendations for the first and second year, with particular reference to No. 4, was amended so that the Church Hill to Barclay Road, 4.0 miles, estimated cost \$10,000.00, was moved up to the first year, leaving only No. 7, on the Green Anne - Star Road, 1.5 miles, estimated cost \$7,000.00, for improvement during the second year. This, of course, does not in any way affect the grand total of the summary for the three years, which is as follows:

Summary	
First Year	\$14,950.00
Second Year	7,000.00
Third Year	20,000.00
<b>TOTAL</b>	<b>\$41,950.00</b>

Continuing with Mr. Hollard's letter, and quoting therefrom: "The total amount for the three-year period, while considerably less than the program as proposed by the County Commissioners, exceeds the amount proposed to the extent of \$7,332.82. However, expenditures in the construction as planned may permit the completion of the three-year program, totaling \$41,950.00, as set up herein, and the approval of the Commission is requested for the program as proposed."

After consideration by the Commission of the program as submitted, including the location of each of the projects on the county map, the program as above set forth and as amended by request of the County Board, was approved.

In confirmation of the verbal request of the County Board at the meeting held on January 17, with respect to the inclusion of the Church Hill to Barclay Road in the program for the first year, and also with reference to certain matters relating to the financing of the said program by the County, the following Federal funds, the following letter has been received by the Commission and is set forth herein for the purpose of future reference.

BOARD OF COUNTY COMMISSIONERS  
ANSON COUNTY  
CENTREVILLE, MARYLAND

January 17, 1945

State Roads Commission  
Baltimore, Maryland

Gentlemen:

Confirming our conversation with your Commission in your office today, the County Commissioners of Anson County approve the three year road program as adopted by the Commission now estimated to cost approximately \$41,950.00 with the understanding that Item A, the Church Hill-Barclay Road, will be moved up from the second year's construction program into the first year's construction program.



Our board of County Commissioners hereby agrees to permit the State Roads Commission to withhold monthly from the  $1\frac{1}{2}$ -cent gasoline tax revenue due our county, a sum not exceeding twenty percent of the proceeds due in order to build up a reserve to be used for the purpose of matching Federal funds applicable to our County from the Federal Highway Act of 1944 in the succeeding fiscal years, such sum to be added to the reserve now in the hands of the Commission available to Queen Anne's County as construction funds.

We further agree, in the event that the amount of revenue so derived is not sufficient to match the Federal funds, that we will, when notified to this fact, advance to your Commission sufficient funds from Queen Anne's County sources to match the Federal funds, in order that they may be available to our County to complete this program.

We understand that the State Roads Commission agrees to reimburse our County for the funds so advanced, from future State Roads Commission funds applicable to this County for construction purposes, if and when available at some later date, provided that the State Roads Commission has the legal right to do so.

Very truly yours,

Commissioners of Queen Anne's County

By: (Sgd.) Claude Lowery  
" Chas. W. Mullikin  
" James C. Stevens

COPY



Our Board of County Commissioners hereby agrees to submit the State Roads Commission to which monthly from the 1-cent gasoline tax revenue and one county, a sum not exceeding twenty percent of the proceeds due in order to build up a reserve to be used for the purpose of paying Federal funds applicable to our County from the Federal Highway Act of 1944 in the succeeding fiscal years, such sum to be added to the reserve now in the hands of the Commission available to our State's County as construction funds.

We further agree, in the event that the amount of revenue so derived is not sufficient to match the Federal funds, that we will, when notified by said Act, advance to your Commission sufficient funds from our State's County funds to match the Federal funds, in order that they may be available to our County to complete this program.

We understand that the State Roads Commission agrees to reimburse our County for the funds so advanced, from future State Roads Commission funds applicable to this County for construction purposes, if and when available at some later date, provided that the State Roads Commission has the legal right to do so.

Very truly yours,

Commissioners of Queen Anne's County

By: (Sgt.) Claude Lowery  
 " Chas. W. Mullikin  
 " James C. Stevens

copy

Iron Skin

RAG

Thyrid

December 11, 1945.

Mr. Rolph Townshend, District Engineer  
State Roads Commission  
Chestertown, Maryland.

Dear Mr. Townshend:

re: S.R.C. Minutes

You received excerpt from minutes of the meeting of the State Roads Commission on November 28, 1945 approving the recommendation of the County Commissioners of Queen Annes County to accept for maintenance as a part of the County Road system 0.1 mile of gravel road at Stevensville.

On Form HPS 39 you report method of obtaining 40' right of way is unknown. If deed for this right of way has not been obtained don't you think it should be and recorded? If you concur, please let us have date of deed and date recorded.

Very truly yours,

Wm. F. Childs, Jr.,  
Director

d

cc: Mr. G. W. Cassell ✓  
County Rd. Projects - Queen Annes







EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS  
COMMISSION, WEDNESDAY, NOVEMBER 28, 1945.

Present: Mr. Robt. M. Reindollar, Chairman, Messrs. P.  
Watson Webb and Russell H. McCain.

Under date of Oct. 31, 1945, the Board of County Commissioners for Queen Anne's County requested that the Commission accept for maintenance as part of the County Road System of said County, the road leading from Route #18 to the gravel road (County Road #9) back of Stevensville; length 0.1 mile.

This request was submitted to the Engineering Dept. for review and Road Condition Survey Report, and under date of Nov. 23, 1945, Chief Engineer W. T. Ballard addressed a letter to the State Roads Commission recommending that the Commission, in compliance with the request of the County Board, place this section of road under maintenance as part of the County Road System of Queen Anne's County; also, that such grading, drainage, and surfacing work which may be necessary be performed this fall; however, at a cost not to exceed Dist. Engr. Townshend's estimate of \$195.00. The Commission concurred in the recommendation ~~fe~~ of Chief Engr. Ballard.

Copy: Messrs: Ballard  
Townshedd  
Codd  
Kahn  
Childs  
Scrivener  
County Commissioners

Inv By Rees 7/29/46

Tab. AS 30' C3 - County - 1946.

EXCERPT FROM MINUTES OF MEETING OF THE STATE BOARD  
COMMISSION, WEDNESDAY, NOVEMBER 21, 1945.

Present: Mr. Robt. M. Reinhold, Chairman, Messrs. P.  
Watson Webb and Russell H. McCain.

Under date of Oct. 31, 1945, the Board of County  
Commissioners for Queen Anne's County requested that the Com-  
mission accept for maintenance as part of the County Road System  
of said County, the road leading from Route 212 to the gravel  
road (County Road 59) back of Stevensville; length 0.1 mile.

This request was submitted to the Engineering Dept.  
for review and Road Condition Survey Report, and under date of  
Nov. 23, 1945, Chief Engineer F. T. Ballard addressed a letter  
to the State Road Commission recommending that the Commission  
in compliance with the request of the County Board, place this  
section of road under maintenance as part of the County Road  
System of Queen Anne's County; also, that such grading, drainage,  
and surfacing work which may be necessary be performed this fall;  
however, at a cost not to exceed \$100.00. The Commission concurred in the recommendation of  
Chief Eng. Ballard.

Copy: Messrs: Ballard  
Tombard  
Gold  
Kahn  
Crisis  
Coryman  
County Commissioners

Anniversary  
Onion Skin  
ALL AG



EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, AUGUST 8, 1945

\*\*\*

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson  
Webb and Russell H. McCain.

Upon the recommendation of the County Commissioners  
of Queen Anne's County, supported by the recommendation of  
Chief Engineer Wilson T. Ballard and District Engineer Rolph  
Townshend, the following named county roads were accepted for  
maintenance as part of the County Roads System of Queen Anne's  
County:

Tab. 1945  
Inv WFC 9/10/44  
" Recs 7/29/46

Melvin Avenue Extended, in the Fifth Election District,  
from Melvin Avenue to end of George Clevenger  
Property, length 325 feet. Road Condition Survey  
Report estimates the cost of necessary repairs at  
\$113.60.

Calvert Jones Road, in the Fourth Election District,  
from Cox Neck Road toward Calvert Jones Residence,  
length .3 mile. Road Condition Survey Report es-  
timates the cost of necessary repairs at \$531.00.

Woods Road Extended, in the Fourth Election District,  
from Woods Road toward Longan's Gate, length .35  
mile. Road Condition Survey Report estimates the  
cost of necessary repairs at \$909.00. Tab. 1946

Inv. 84  
Recs 7/29/46  
- 2.53 C3

Road Condition Survey Reports covering these three  
road sections were submitted in duplicate by the District En-  
gineer.

Copy: Mr. W. T. Ballard  
Mr. R. Townshend  
Mr. L. A. Kahn  
Mr. W. F. Childs, Jr.  
Mr. W. A. Codd  
County Commissioners

COPY

Received 8/17/45



REPORT FROM MINUTES OF MEETING OF THE STATE WATER COMMISSION  
Held at St. Louis, August 8, 1922

Present: Mr. Earl H. Wilson, Chairman, Missouri, P. Hanson  
Held and Cassell H. McCain.

Upon the recommendation of the County Commissioners  
of Green A. Smith, suggested by the recommendation of  
Chief Engineer Wilson T. Bell and District Engineer Ralph  
Patterson, the following named county roads were accepted for  
reference as part of the County Road System of Green A. Smith  
County:

Highway Avenue extended, in the Fifth Election District,  
from Highway Avenue to end of George Stevenson  
property, length 327 feet. Road Commission survey  
report estimated the cost of necessary repairs at  
\$113.00.

Calvert Jones Road, in the Fourth Election District,  
from Oak Leaf Road toward Calvert Jones Residence,  
length 3 miles. Road Commission survey report es-  
timates the cost of necessary repairs at \$231.00.

Woods Road extended, in the Fourth Election District,  
from Woods Road toward Jones' place, length 3.25  
miles. Road Commission survey report estimated the  
cost of necessary repairs at \$900.00.

Road Commission survey reports covering these three  
road sections were submitted in duplicate by the District En-  
gineer.

Copies: Mr. W. T. Bell  
Mr. E. L. Tompkins  
Mr. J. A. Smith  
Mr. W. P. Quinn, Jr.  
Mr. A. A. Cobb  
County Commissioners

Submitted 8/10/22

1922

Missouri State Water Commission

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, MAY 17, 1945.

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb  
and W. Frank Thomas

In accordance with the request of the Board of County Commissioners of Queen Anne's County, in a letter addressed to the State Roads Commission under date of May 9, 1945, the Commission voted to take over for maintenance as part of the County Road System of Queen Annes County the following two sections of county road, both in the Second Election District of said County:

- 1 - From Ewingtown County Road to end of road, .25 mile
- 2 - " " " " " " " " .25 "

Both of these sections of roadway, as reported on Road Condition Survey Reports of District Engineer Townshend, can be improved at an estimated cost each of \$239.00.

Copy

Mr. W. T. Ballard,  
Mr. R. Townshend  
Mr. W. A. Codd  
Mr. L. A. Kahn  
Mr. W. F. Childs, Jr.  
County Commissioners







EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, SEPTEMBER 13, 1944

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson  
Webb and W. Frank Thomas.

On recommendation of the County Commissioners for  
Queen Anne's County, supported by the recommendation of  
Assistant Chief Engineer R. M. Reindollar, the Commission  
voted to accept for maintenance as part of the County Road  
System of said County, Cox's Road No. 2 to Gillespie Farm,  
in Election District #4, length .5 mile.

According to Condition Survey Report submitted by  
District Engineer Rolph Towshend, the estimated cost of  
repair to this road is \$918.00.

Copies: Mr. W. T. Ballard  
Mr. R. M. Reindollar  
Mr. R. Townshend  
Mr. L. A. Kahn  
Mr. W. A. Codd  
Mr. W. F. Childs, Jr.

Tab 171944

WIKS HOWO 1110917

3000000

EXHIBIT FROM JAMES H. HARRIS TO THE STATE ARCHIVES  
RECEIVED, SEPTEMBER 15, 1964

Present: Mr. James H. Harris, Chairman, State Archives  
and Mr. Frank Jones

A recommendation of the County Commission for  
James H. Harris, supported by the Commission of  
the State and the Board of the County Commission  
to accept for retirement as part of the County  
System of State Comptroller, and to be eligible for  
in 1965 as provided in Article 2, Sec. 1.

According to Article 2, Sec. 1, the report submitted  
to the State and the County Commission, and the report of  
the County Commission, and the report of the County  
Commission, and the report of the County Commission.

County, Mr. J. H. Harris  
Mr. J. H. Harris  
Mr. J. H. Harris  
Mr. J. H. Harris  
Mr. J. H. Harris  
Mr. J. H. Harris  
Mr. J. H. Harris

MADE IN U.S.A.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS  
COMMISSION TUESDAY, JULY 18, 1944.

Present: Mr. P. Watson Webb, Acting Chairman, and Mr. W.  
Frank Thomas

The Commission voted to accept for maintenance as part of the County Road System of Queen Anne's County, the following named road, upon the recommendation of the County Commissioners of said County supported by the recommendation of Chief Engineer Wilson T. Ballard:

Denny's Landing Road, Election District No. 4,  
from Hopkins Landing Road to Bulkhead, a length  
of 220 feet.

According to Condition Survey Report submitted by District Engineer Rolph Townshend, this short section of county road forms a connection with County Road #8. The recommendation that the estimated sum of \$545.00 be expended to place this road in proper condition for traffic was approved.

Copies: Mr. W.T. Ballard  
Mr. R. Townshend  
Mr. L. A. Kahn  
Mr. W. A. Codd  
Mr. W. F. Childs, Jr.

COPY



REPORT FROM THE COMMISSION ON THE STATE ROAD  
COMMISSION, JUNE 12, 1944.

Present: Mr. E. Watson Webb, Acting Chairman, and Mr. J. L. Thomas

The Commission voted to accept for maintenance  
as part of the County Road System the following  
road, and the recommendation of the County  
Commissioners of said County, and the recommendation of  
Chief Engineer of said County.

County Road, Section 12, T. 1 N., R. 1 E.,  
from the intersection of the County Road to the  
of 200 feet.

According to the Commission Survey report submitted by  
the County Engineer, the road is in good condition of  
road from the intersection of the County Road to the  
that the estimated cost of \$25,000 be expended to place this road  
in proper condition for traffic was approved.

Copies: Mr. W. F. Ballard  
Mr. J. L. Thomas  
Mr. J. L. Thomas  
Mr. J. L. Thomas  
Mr. J. L. Thomas

Anniversary  
Official Stamp  
EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS  
COMMISSION, TUESDAY, DECEMBER 14, 1943.

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson  
Webb and W. Frank Thomas.

Acting on the request of the County Commissioners of  
Queen Anne's County, and on the recommendation of Chief  
Engineer Ballard, the Commission voted to take over for main-  
tenance as a part of the County road system of Queen Anne's County  
the following named roads:

Tab 1944

Wells Cove Landing Road, which runs from County  
Road # 25 to Shore Line, a length of 400 ft. Estimated  
cost of construction, \$1,442.49

Inv. By Lewis  
7/24/44

Tab 1944

Cabin Creek Landing Road, from County Road #22 to  
Shore Line, length 150 ft. Estimated cost of construc-  
tion, \$1,062.01.

Inv. By WFC  
9/20/44

Tab 1944

Little Creek Landing Road, from County Road #28 to  
Shore line, length 525 ft. Estimated cost of construc-  
tion, \$1,062.01.

Inv. By Lewis  
7/24/44  
By Recs 7/29/44

The estimated cost of constructing or improving these  
three sections of road, as given above, was taken from Condition  
Survey Reports submitted by District Engineer Rolph Townshend.

In Mr. Ballard's letter of transmittal to the Commission  
dated December 8, 1943, he states:

"The County advises that in the case of the first two  
roads, (Wells Cove Landing and Cabin Creek Landing)  
deeds covering rights-of-way have been recorded, but  
state that in the case of the Little Creek Landing Road,  
they can find no records whatsoever except that the  
road has been used as a County highway for more than  
35 years and they feel that the right-of-way is theirs by  
adverse possession

"The problem involved in each of the highways is primarily  
in the nature of a short extension to an existing County  
highway so as to connect it with the public landing  
involved in each case."

REPORT ON THE PROGRESS OF THE STATE ROAD  
COMMISSION, JANUARY, DECEMBER 1, 1923.

Presented to the Senate and House of Representatives,  
January 1, 1924.

During the past year the State Road Commission has  
been engaged in the construction of the  
Baltimore and Annapolis Road, and in the  
construction of the Annapolis and  
Baltimore Road, and in the construction of the  
Annapolis and Baltimore Road.

The Baltimore and Annapolis Road, which runs from  
Baltimore to Annapolis, is a road of 10.5 miles.  
The estimated cost of construction is \$1,125,000.

The Annapolis and Baltimore Road, which runs from  
Annapolis to Baltimore, is a road of 10.5 miles.  
The estimated cost of construction is \$1,125,000.

The Annapolis and Baltimore Road, which runs from  
Annapolis to Baltimore, is a road of 10.5 miles.  
The estimated cost of construction is \$1,125,000.

The estimated cost of construction of the Baltimore  
and Annapolis Road, and the Annapolis and  
Baltimore Road, is \$2,250,000.

In the Baltimore and Annapolis Road, the  
estimated cost of construction is \$1,125,000.

The Baltimore and Annapolis Road, which runs from  
Baltimore to Annapolis, is a road of 10.5 miles.  
The estimated cost of construction is \$1,125,000.

The proposed road, which runs from  
Baltimore to Annapolis, is a road of 10.5 miles.  
The estimated cost of construction is \$1,125,000.



EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, OCTOBER 13, 1943

Present: Messrs. P. Watson Webb and W. Frank Thomas.

Acting on the recommendation of the County Commissioners of Queen Anne's County, supported by the recommendation of Chief Engineer Wilson T. Ballard, the Commission voted to take over for maintenance as part of the County Road System of said County the following two roads:

Corsica River Road, Election District No. 3,  
from County Road No. 9 to end of Spencer Wright  
property, length 0.4 mile

Price Road, Election District No. 4, from State  
Route 552 to Lowery Property, length 0.1 mile

Condition Survey Reports submitted by District Engineer  
Rolph Townshend indicate in the case of the Corsica River Road,  
an estimate of \$197.50 to place this roadway in proper condition  
for traffic; in that of the Price Road, the estimate was given  
as \$308.50.

Copy: Mr. W. T. Ballard  
Mr. R. Townshend  
Mr. L. A. Kahn  
Mr. W. A. Codd  
Mr. W. F. Childs, Jr.

*Inv by W.C. 5/20/44*  
*Inv by W.C. 5/20/44*  
*Inv by Lewis 7/24/44*  
*Tab. 1943*  
*7/29/46*

EXHIBIT FOR THE RECORD OF THE COURT IN THE CASE OF  
JAMES H. HARRIS, ET AL., DECEASED, 1943

Presented by: JAMES H. HARRIS, ET AL., DECEASED, 1943

Account of the income and expenses of the estate of James H. Harris, et al., deceased, for the year ending December 31, 1943, as shown by the books and records of the estate, and as shown by the testimony of the witnesses.

2/10/44  
JAMES H. HARRIS, ET AL., DECEASED, 1943

Income and expenses of the estate of James H. Harris, et al., deceased, for the year ending December 31, 1943, as shown by the books and records of the estate, and as shown by the testimony of the witnesses.

Income and expenses of the estate of James H. Harris, et al., deceased, for the year ending December 31, 1943, as shown by the books and records of the estate, and as shown by the testimony of the witnesses.

Income and expenses of the estate of James H. Harris, et al., deceased, for the year ending December 31, 1943, as shown by the books and records of the estate, and as shown by the testimony of the witnesses.

Copy: Mr. J. H. Harris  
Mr. J. H. Harris  
Mr. J. H. Harris  
Mr. J. H. Harris  
Mr. J. H. Harris



(14) - (15) - (16) - (17) - (19)

# INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS

STATE OF MARYLAND

## STATE ROADS COMMISSION

DISTRICT OR  
DIVISION Traffic

August 25, 1943.

To - Mr. J. T. Gorsuch

From - Mr. W. F. Childs, Jr.

Subject - S.R.C. Minutes

I am enclosing herewith copy of excerpts of minutes of meeting of the State Roads Commission of Tuesday, August 17, 1943 when they accepted as part of the County road system of Queen Anne's County the eight roads listed there in.

I am also attaching General Highway map of Queen Anne's County on which the location of each of these roads is shown in red and numbered. These numbers have also been added to the corresponding roads listed in the attached excerpts of minutes.

I give the following information from "Condition Survey Reports" submitted by the District Engineer for each of these roads. These "Condition Survey Reports" are on file in the office of the Plans and Surveys Department and can be referred to there.

(14) - (1) Road 39 - 2nd E.D. - 300 feet of natural clay in very poor condition. This Church Hill road is graded for a width of 8 feet and the width between School Rd fences is 15 feet. There are no drainage structures, either pipes, culverts or ditches and there are no bridges.

— (10) Road 39 - 7th E.D. - This road is 0.2 mile of natural sand in poor condition. It is graded to a width of 8 feet, with right-of-way of from Crumpton between 50 to 60 feet which was platted by the former owner but not recorded, so the width of the right-of-way is unknown. There are no ditches, no pipes and no bridges. Tab. 1943

(25) - (2) Road 42 - This is a gravel road 0.45 mile in length. The width of surfacing is 10 feet and it is graded from 15 to 20 feet and the distance between fences is 20 to 24 feet. It is reported in fair condition. There is apparently one plank culvert, which according to the District Engineer should be replaced with 18 inch pipe. There apparently is no drainage on this road. Harper Farm Rd

Road 37 - This is 0.9 mile of gravel road with surface width of 16 feet and graded from 20 to 24 feet. There is a right-of-way claimed by the County Commissioners, but not recorded. Surfacing is in good condition. The District Engineer reports the drainage is in good condition but does not give the number of pipes or culverts, but says there are no bridges. Pondtown Rd. Tab. 1943



INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS

STATE OF NEW YORK

STATE ROADS COMMISSION

OFFICE OF THE COMMISSIONER  
DIVISION OF HIGHWAYS

August 12, 1912.

To: The Board of Supervisors

From: The State Roads Commission

Subject: Highway No. 10

Enclosed for the Board of Supervisors are the plans and specifications for the improvement of Highway No. 10, from the intersection of the road with the railroad to the intersection of the road with the highway. The plans and specifications are prepared in accordance with the provisions of the State Highway Law, Chapter 108 of the Laws of 1909, as amended.

I am also attaching herewith a copy of the report of the State Roads Commission, dated August 12, 1912, in which the Commission recommends the improvement of the road as shown on the plans and specifications. The report is prepared in accordance with the provisions of the State Highway Law, Chapter 108 of the Laws of 1909, as amended.

I give the following information in connection with the improvement of the road: The road is a gravel road, and the improvement consists in the construction of a gravel road, and the improvement consists in the construction of a gravel road, and the improvement consists in the construction of a gravel road.

Enclosed for the Board of Supervisors are the plans and specifications for the improvement of Highway No. 10, from the intersection of the road with the railroad to the intersection of the road with the highway. The plans and specifications are prepared in accordance with the provisions of the State Highway Law, Chapter 108 of the Laws of 1909, as amended.

Enclosed for the Board of Supervisors are the plans and specifications for the improvement of Highway No. 10, from the intersection of the road with the railroad to the intersection of the road with the highway. The plans and specifications are prepared in accordance with the provisions of the State Highway Law, Chapter 108 of the Laws of 1909, as amended.

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# INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS

STATE OF MARYLAND

## STATE ROADS COMMISSION

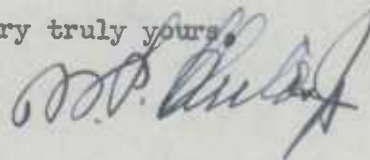
DISTRICT OR

DIVISION \_\_\_\_\_

Mr. Gorsuch - August 25, 1943.

- (19) — (9) Road 38 - 0.95 mile of natural sand with surfacing of 20 to 27 feet - *Tab. 1943*  
*Lynch Rd.* graded 20 to 27 feet and distance between fences 22-27 feet. Surfacing reported in good condition. There are no bridges and the drainage and pipes are reported to be in good condition.
- (17) — (5) Road 30 - 0.4 mile of 10 foot gravel, graded 12 feet. The distance *Tab 1943*  
*Price Rd.* between fences is 16 feet. It is reported in fair condition. There is one timber bridge, the span of which is not given. Drainage and pipes are reported to be in fair condition but the number is not given.
- (16) — (4) Road 29 - 0.45 mile of apparently unimproved earth with a road bed of *Tab 1943*  
*Dr Cook* 22 feet, distance between fences 24-28 feet. This is reported as a former County road abandoned and used as a private entrance. It is reported to be in bad condition and in need of drainage, grading, drainage structures and surfacing.  
*Farm Rd.*
- (3) Road 28 - 0.1 mile of gravel on shell base with surface width of 24 *Tab 1943*  
*Little Cr.* feet. It is noted that the distance between oyster *shuokers'* houses is 22'. It is reported in good condition with no bridges and the drainage and pipes are reported to be in good condition.  
*Landing Rd.*

Very truly yours,



WFCjr-d

Wm. F. Childs, Jr.  
Director

INTERDEPARTMENTAL

DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT

STATE ROAD COMMISSION

MEMORANDUM  
TO THE DIRECTOR

DATE: 10-10-1943

0.35 mile of road was constructed between 10-10-1943 and 10-10-1943. The road is in good condition and the drainage and right-of-way are satisfactory.

0.4 mile of road was constructed between 10-10-1943 and 10-10-1943. The road is in good condition and the drainage and right-of-way are satisfactory.

0.5 mile of road was constructed between 10-10-1943 and 10-10-1943. The road is in good condition and the drainage and right-of-way are satisfactory.

0.6 mile of road was constructed between 10-10-1943 and 10-10-1943. The road is in good condition and the drainage and right-of-way are satisfactory.

*[Handwritten signature]*

W. A. Miller, Jr.  
Director



AUG 24 1943

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, AUGUST 17, 1943

\*\*\*

Present: Mr. P. Watson Webb, Acting Chairman, and Mr. W. Frank Thomas.

On the recommendation of the County Commissioners of Queen Anne's County, as per their letter of July 21, 1943, said Board directing the attention of the Commission to the Acts of the General Assembly of 1943, particularly Senate Bill No. 139, Chapter 86, which reads as follows:

"Any road in Queen Anne's County, regardless of its width, which was maintained as a county road by the County Commissioners and the County Road Engineer of said County before the State Roads Commission was directed to maintain county roads of said County, and which has not been legally closed or abandoned by the proper County authorities, shall be considered as a county road of Queen Anne's County, and shall be maintained by the State Roads Commission as part of the County Roads system of said County upon the request of the County Commissioners of said County."

the Commission voted to take over the following County Roads for maintenance as part of the County Road System of said County:

- 14-1 Church Hill School Road, 2nd Dist., length 800', running from County Road No. 31 to Church Hill Colored School  
Inv. by WFC 5/30/44 - Forms HPS to JTG 5/31/44 39-2nd ED WFC 5/20/44
- 10-2 Crumpton Street No. 1 extended, 7th Dist., .2 mile, from Road No. 21 to Road No. 19  
Inv. by Lewis 10/1/44 39-7th ED
- 15-2 Harper Farm Road, 3d Dist., .45 mile, from Burrisville Road No. 35 to Mrs. Frank Harper's Farm Gate  
Inv. by WFC 5/30/44 - Forms 613 HPS to JTG 5/31/44 42 Inv. by WFC 5/20/44
- 16-2 Pondtown Road, 7th Dist., .9 mile, from State Route 290 to County Road #16  
Inv. by Lewis 10/1/44 37
- 19-7 Lynch Road, 7th Dist., .85 mile, from County Road No. 7 to County Road No. 5  
Inv. by Lewis 10/1/44 38
- 17-5 Price Road, 4th Dist., .4 mile, from Route 18 in Stevensville to Price's Farm Gate  
Inv. by Lewis 7/14/44 30  
Inv. by Lewis 7/29/44
- 18-4 Dr. Cook Farm Road, 4th Dist., .45 mile, from Route 404 at Chester to Dr. Cook's Farm Gate  
Inv. by Lewis 7/14/44 28  
Inv. by Lewis 7/29/44
- 19-3 Little Creek Road, 4th Dist., .1 mile, from County Road No. 3 to Little Creek Landing  
Inv. by Lewis 7/14/44 28

REPORT ON THE PROGRESS OF THE WORK DURING THE YEAR 1942  
JANUARY 1, 1943

## THE WORK

The work of the year has been devoted to the study of the properties of the function  $f(z)$  in the case where  $f(z)$  is a function of the class  $S$ . The results obtained are contained in the following sections.

1. The function  $f(z)$  is said to be of the class  $S$  if it is analytic in the unit disk  $|z| < 1$  and if it satisfies the condition  $\operatorname{Re} f(z) > 0$ . The function  $f(z)$  is said to be of the class  $S^*$  if it is analytic in the unit disk  $|z| < 1$  and if it satisfies the condition  $\operatorname{Re} f(z) > 0$ . The function  $f(z)$  is said to be of the class  $S^*$  if it is analytic in the unit disk  $|z| < 1$  and if it satisfies the condition  $\operatorname{Re} f(z) > 0$ .

The function  $f(z)$  is said to be of the class  $S^*$  if it is analytic in the unit disk  $|z| < 1$  and if it satisfies the condition  $\operatorname{Re} f(z) > 0$ .

2. The function  $f(z)$  is said to be of the class  $S^*$  if it is analytic in the unit disk  $|z| < 1$  and if it satisfies the condition  $\operatorname{Re} f(z) > 0$ .

3. The function  $f(z)$  is said to be of the class  $S^*$  if it is analytic in the unit disk  $|z| < 1$  and if it satisfies the condition  $\operatorname{Re} f(z) > 0$ .

4. The function  $f(z)$  is said to be of the class  $S^*$  if it is analytic in the unit disk  $|z| < 1$  and if it satisfies the condition  $\operatorname{Re} f(z) > 0$ .

5. The function  $f(z)$  is said to be of the class  $S^*$  if it is analytic in the unit disk  $|z| < 1$  and if it satisfies the condition  $\operatorname{Re} f(z) > 0$ .

6. The function  $f(z)$  is said to be of the class  $S^*$  if it is analytic in the unit disk  $|z| < 1$  and if it satisfies the condition  $\operatorname{Re} f(z) > 0$ .

7. The function  $f(z)$  is said to be of the class  $S^*$  if it is analytic in the unit disk  $|z| < 1$  and if it satisfies the condition  $\operatorname{Re} f(z) > 0$ .

Designations as above recorded are taken from Condition Survey Reports submitted through District Engineer Townshend's Office.

Copy: Mr. W. T. Ballard  
 Mr. R. Townshend  
 Mr. W. A. Codd  
 Mr. L. A. Kohn  
 Mr. W. F. Childs, Jr. ✓



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Anniversary  
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Fidelity Union Skin

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STAGWELL RD.

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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, DECEMBER 9, 1942.

The commission voted its approval and authorization for the inclusion of the following two named County Roads for maintenance as part of the County Road System of Queen Anne's County. This action was taken on the request received from the Board of County Commissioners of said County, indicating that the right of way for both sections of the County Road has been obtained and recorded.

The description of these County Road sections as submitted on Condition Survey Reports by District Engineer Rolph Townshend, is as follows:

Stagwell Road # 2 from Stagwell # 1 southwest .6 mile to C. T. Bishop Farm ending at entrance to Holmes' tenant houses. Estimated cost of clearing and grubbing, grading, surfacing and pipe culvert totals \$454.00.

Tab. 144  
Inv. By  
Lewis  
7/24/44

18 — 7 — Neavitt Road # 2, from Neavitt Road # 1 west 240' to Neavitt Road Gate. Estimated cost of labor and equipment for conditioning this road \$19.20

Inv. By WFC  
9/20/44

Tab. 143

COPY

Esleek  
Fidelity Omon Skin  
MADE IN U.S.A.

EXCERPT FROM MINUTES OF MEETING OF THE STATE BOARD OF COMMISSIONERS  
WEDNESDAY, DECEMBER 2, 1943

The commission voted its approval and authorization for the location of the following two named County Roads for maintenance as part of the County Road System of Grant County, Oregon. This action was taken on the report received from the Board of County Commissioners of Grant County, indicating that the right of way for both sections of the County Road has been obtained and recorded.

The description of these County Road sections as filed on Conditional Survey Reports by District Engineer Ralph Townsend, is as follows:

Section 1 Road & 2 from Bearwell & 1 segment, 6 miles to O. T. Bishop Farm ending at entrance to Haines' Cement houses. Estimated cost of clearing and grubbing, grading, surfacing and pipe culverts to be \$250,000.  
Section 2 Road & 3 from Haines' Road & 1 west 240' to Haines' Road. Estimated cost of clearing and grubbing, grading, surfacing and pipe culverts to be \$10,000.

COPY

Property Union Skin

MADE IN U.S.A.

APR 25, 1942

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

TUESDAY, APRIL 14, 1942

\*\*\*\*\*

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb  
and W. Frank Thomas.

On request of the Board of County Commissioners for Queen Anne's County, supported by the recommendation of District Engineer Ralph Townshend, which was concurred in by Chief Engineer Wilson T. Ballard, the Commission voted to accept for maintenance as part of the County Road System of Queen Anne's County, the "Woods Road", from Cox Neck Road to Longan Gate, a distance of 0.2 mile.

*Tab 1942*

The Board of County Commissioners, in their letter of April 7, 1942 addressed to District Engineer Ralph Townshend, advise that the right of way of this road, of thirty-three feet (33') in width, has been recorded in the Clerk of Court office as follows: "ASGjr No. 6 Folio 14".

The estimated cost of grading, widening and draining, and surfacing this section of road with gravel, according to Condition Survey Report submitted by District Engineer Townshend, is \$377.00.

Copies: Mr. W. T. Ballard  
Mr. R. Townshend  
Mr. W. A. Codd  
Mr. L. A. Kahn  
Mr. W. F. Childs, Jr.

Re-copied by M. B. 8/11/44





APR 15 1942

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, APRIL 2, 1942

\*\*\*\*\*

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb  
and W. Frank Thomas.

On request of the Board of County Commissioners for Queen Anne's County, supported by the recommendation of District Engineer Rolph Townshend, which was concurred in by Chief Engineer Wilson T. Ballard, the Commission voted to accept for maintenance as part of the County Road System for Queen Anne's County the Ingleside Cutoff, from Route 19 to Route 313 at Ingleside, for a length of 250 feet.

The Board of County Commissioners, in their letter dated of March 27, 1942 addressed to District Engineer Townshend, advise that "this is a right of way calling for a 40 foot road" and "the right of way has been recorded in the Clerk of Court office as follows: A.S.G. Jr No. 5 - Folio 594 - Land Record".

Condition Survey Report submitted by District Engineer Townshend indicates an estimated cost of \$125.00 for shaping and surface treating this road.

Copies W. T. Ballard  
Rolph Townshend  
W. A. Codd  
L. A. Kahn  
W. F. Childs, Jr.

Recopied  
8/11/44.  
T. L.





9.5.21

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, FEBRUARY 26, 1942

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb  
and W. Frank Thomas.

On recommendation of the Engineering Department, the following  
County Roads in their respective Counties having been constructed or  
improved to meet State specifications or requirements, were formally  
accepted to be maintained hereafter as part of the State Highway System :

CAROLINE COUNTY

Allen's Corner - Reliance	(Route 577, Sec. 2)	2.70 miles
Houston Branch Road	( " 306, " 2)	4.26 "
Bethlehem-Harmony Road	( " 578, " 2)	2.79 "

KENT COUNTY

Kentmore Park Road	(Route 444, Sec. 2)	3.0 miles
Smithville-Newtown Road	( " 297, " 4)	3.75 "

QUINCY AND S'S COUNTY

Centreville-Bethsburg Road	(Route 304, Sec. 5)	2.15 miles
Price-Bridgetown Road	( " 405, " 3)	2.31 "

COPY

REPORT OF THE DIRECTOR OF THE BUREAU OF THE CENSUS  
ON THE CENSUS OF 1900

Presented to the Senate and House of Representatives  
at their respective sessions

IN RESPONSE TO A RESOLUTION OF THE SENATE, PASSED MAY 1, 1901,  
AND A RESOLUTION OF THE HOUSE OF REPRESENTATIVES, PASSED  
MAY 1, 1901, RELATIVE TO THE CENSUS OF 1900.

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ALBANY, N. Y. - 1900

ALBANY, N. Y. - 1900	1
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FEB 28 1942

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, FEBRUARY 24, 1942

\*\*\*

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson  
Webb and W. Frank Thomas.

On the request of the Board of County Commissioners for Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer Wilson T. Ballard, the Commission voted to accept for maintenance as part of the County Road System of Queen Anne's County the George Gibbs Road, from Price-Roberts Road, 650 feet east to George Gibbs house. The width of the right of way is 30 feet, and the right of way for this road has been recorded in ASG Jr. 45, Folio 432 among the Land Record Books in the court-house at Centreville.

According to Condition Survey Report submitted by District Engineer Rolph Townshend, the condition of this road is "very bad; no drainage, rutted badly", and an expenditure of \$94.03 is recommended for grading, draining and surfacing with bank run gravel 16' wide and 6" deep.

Copies: Mr. W. T. Ballard  
Mr. R. Townshend  
Mr. W. A. Codd  
Mr. A. F. Shure  
Mr. W. F. Childs, Jr. ✓



SECRETARY OF THE ARMY  
WASHINGTON, D. C.

MEMORANDUM FOR THE SECRETARY OF THE ARMY  
SUBJECT: [Illegible]

[Illegible text block]

[Illegible text block]

Very truly yours,  
[Illegible Signature]  
[Illegible Title]

952  
EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, JANUARY 14, 1942

\*\*\*

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb  
and W. Frank Thomas.

On recommendation of the County Commissioners of Queen Anne's County, which recommendation was approved by Chief Engineer Ballard, the Commission voted to take over for maintenance as a part of the County Road System of said County the Luther Short Farm Road from Route 303 to Luther Short Farm Gate, a length of 1900 feet. Condition Survey Report submitted by District Engineer Rolph Townshend gives an estimate of the cost of putting this road in shape for acceptance, of \$362.00.

COPY

MADE IN U.S.A.

REPORT MADE BY THE STATE ROAD COMMISSION  
WEDNESDAY, JANUARY 1, 1930

Present: Mr. H. E. Johnson, Chairman, Kansas State Road Commission  
and W. Frank Johnson

On recommendation of the County Commissioners of  
Pottawatomie County, Kansas, which recommendation was approved by  
the Board of Commissioners, the Commission voted to take over  
the maintenance of a part of the County Road No. 1, which  
County the latter board had from June 30, 1929 to January  
1, 1930, a length of 1.00 mile. Commission hereby  
report submitted by the Board of Commissioners of Pottawatomie  
County the cost of putting this road in shape for  
operation, of \$500.00.

Eisbeck

1930

Fidelity Onion Skin

MADE IN U.S.A



SEP 2 1941

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
WEDNESDAY, AUGUST 20, 1941

\*\*\*\*\*

Present: Major Ezra B. Whitman, Chairman, Messrs. P. Watson Webb  
and W. Frank Thomas.

On request of the County Commissioners of Queen Anne's  
County, and on the recommendation of District Engineer Rolph  
Townshend, concurred in by Chief Engineer Wilson T. Ballard, the  
Commission voted to take over for maintenance as part of the County  
Road System of Queen Anne's County, the Crab Alley Landing Road,  
leading from Cox' Neck Road to Crab Alley Landing, length 0.4 mile.  
The County Commissioners advise that the deed for right of way has  
been recorded in the land record book for Queen Anne's County on  
July 16, 1941 in Liber ASG, Jr., #4, Folio 520-A.

Condition Survey Report submitted by District Engineer  
Townshend indicates an estimated cost of \$325.00 for widening,  
draining and grading, and surfacing this road with gravel.

Inventoried by G.N.L.Jr. 4/9/42 - By Rees 7/29/46  
Added to system L.M. 1941 as B  
Tab. 1942 AS D4.

CC: W. T. Ballard  
R. Townshend  
W. A. Codd  
A. F. Shure  
W. F. Childs, Jr. ✓

*Copy made for S.H.C. minutes file*

of the Institute of Education



JUL 24 1941

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, JULY 15, 1941

\*\*\*

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb  
and W. Frank Thomas.

On request of the Board of County Commissioners of Queen Anne's County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer Wilson T. Ballard, the Commission voted to accept for maintenance as part of the County Road System of said County the Winchester Creek Road, from Evans Avenue to Winchester Creek, length 700 feet. Mr. Townshend advised that a 30-foot right of way has been secured on this road, and the deed is recorded in Liber ASGJr. #4, Folios 426 and 427, among the Land Records for Queen Anne's County.

Copy: Mr. W. T. Ballard  
Mr. W. A. Codd  
Mr. R. Townshend  
Mr. A. P. Shure  
Mr. W. F. Childs, Jr. ✓

*Copy made for S.R.C. minutes file*



JUL 24 1947

MEMORANDUM FOR THE RECORD  
JULY 14, 1947

Present: Mr. J. Edgar Hoover, Director, Federal Bureau of Investigation  
Mr. Clegg, Mr. Glavin, Mr. Ladd, Mr. Nichols, Mr. Rosen, Mr. Tracy, Mr. Carson, Mr. Egan, Mr. Gurnea, Mr. Hendon, Mr. Pennington, Mr. Quinn, Mr. Nease, Mr. Gandy

In regard to the report of the Special Agent in Charge, New York, dated July 10, 1947, captioned as above, and the report of the Special Agent in Charge, New York, dated July 10, 1947, captioned as above, the following information is being furnished to the Bureau for its information: The New York Office has advised that the above-named person, who is known to the New York Office as "John Doe", is a resident of New York City and is a member of the New York City Police Department. The New York Office has advised that the above-named person is a member of the New York City Police Department and is a resident of New York City. The New York Office has advised that the above-named person is a member of the New York City Police Department and is a resident of New York City.

Very truly yours,  
J. Edgar Hoover  
Director

Esbeck  
Fidelity Union Skin

MADE IN U.S.A.

FEB 28 1941

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, FEBRUARY 18, 1941

\*\*\*

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb  
and W. Frank Thomas.

On recommendation of the County Commissioners of Queen  
Anne's County, the Commission voted to take over for maintenance  
as part of the County Road System, Evans Avenue, from State Route  
404 at Grasonville to one-quarter mile beyond the Baltimore and  
Eastern Shore Railroad, a total length of 0.95 mile.

Copy to: Mr. W. T. Ballard

Mr. R. Townshend

Mr. W. A. Codd

Mr. A. P. Shure

Mr. W. F. Childs, Jr. ✓

Copy made for S.P.C. minutes file

4  
To Be Documented

11-23-1941

RECEIVED THE BUREAU OF THE UNITED STATES DEPARTMENT OF THE INTERIOR  
WASHINGTON, D. C.

TO: DIRECTOR, BUREAU OF LAND MANAGEMENT  
FROM: SAC, ALBUQUERQUE

RE: ALBUQUERQUE, NEW MEXICO  
SUBJECT: [Illegible]

Very truly yours,  
[Illegible]  
Special Agent in Charge

Fidelity Union S&S

ESLECK MFG. CO.

MADE IN U.S.A.



(5) (6) (7)  
AUG 13 1940

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, AUGUST 6, 1940

\*\*\*\*

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb  
and W. Frank Thomas.

Acting on the recommendation of the County Commissioners  
of Queen Anne's County and set forth in letters addressed to the  
Commission dated May 29, 1940, and June 5, 1940, the Commission,  
after receiving Condition Reports from District Engineer Townshend,  
voted to accept the following roads for maintenance as part of the  
County Road System of Queen Anne's County:

- (5) ——— Fey Road, running from Rt. 215 to 400' N.E. of stream toward Walker Farm. Length - 0.45 mile. Inv. By Lewis 10/1/44
- (6) ——— Starwell Road, running from Wye Island Road to Lee-Butler-Bishop intersection. Length - 0.1 mile. Inv. By Lewis 7/1/44
- (7) ——— Methodist Church Road, from Rt. 405 to Point 1.5 miles of Rt. 405. Length - 0.15 mile. Inv. By Lewis 10/1/44
- Take inventory*

CC: W. T. Ballard  
R. Townshend  
W. A. Codd  
A. F. Shure  
W. F. Childs, Jr. ✓

Frederick Ormon Skon

APR 13 1940

PROPERTY OF THE U.S. GOVERNMENT  
OFFICE OF THE SECRETARY OF THE ARMY  
WASHINGTON, D.C.

THE SECRETARY OF THE ARMY  
WASHINGTON, D.C.

RECEIVED BY THE SECRETARY OF THE ARMY  
ON APRIL 13, 1940  
FROM THE SECRETARY OF THE ARMY  
WASHINGTON, D.C.

THE SECRETARY OF THE ARMY  
WASHINGTON, D.C.

THE SECRETARY OF THE ARMY  
WASHINGTON, D.C.

THE SECRETARY OF THE ARMY  
WASHINGTON, D.C.

THE SECRETARY OF THE ARMY  
WASHINGTON, D.C.

Fidelity Onion Skin



FEB 13 1940

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
FRIDAY, FEBRUARY 2, 1940.

\* \* \*

Present: Mr. Ezra B. Whitman, Chairman, and Mr. W. Frank Thomas.

On recommendation of the Board of County Commissioners of Queen Anne's County, which recommendation was concurred in by Chief Engineer Ballard, the Commission formally voted to take over for maintenance as part of the County Road System of Queen Anne's County, section of road from Route 481 to the abandoned County road, toward Neavitt's Farm gate, a length of 300 feet.

Copy to: W. T. Ballard  
A. F. Shure  
W. A. Codd  
W. F. Childs, Jr. ✓

Inventory by G.N.L.Jr. 4/2/42

Has not been added to sysem as of Dec. 31, 1941 will be added on 1942 LM

*See Certificate of Work*  
Fidelity Onion Skin  
ESLACK MFG. CO.  
MADE IN U.S.A.

*Copy made for S & C minutes file.*

*To be inventoried*



FEB 13 1940

REPORT ON THE PROGRESS OF THE WORK OF THE COMMITTEE  
FOR THE YEAR 1939

The Committee has during the year 1939, continued its work on the various subjects assigned to it. It has held several meetings and has received many suggestions from the members of the Union. It has also been busy with the preparation of the annual report, which is now being printed. The Committee has also been active in the promotion of the welfare of the members of the Union, and has been successful in obtaining many valuable suggestions from them. It has also been busy with the preparation of the annual report, which is now being printed. The Committee has also been active in the promotion of the welfare of the members of the Union, and has been successful in obtaining many valuable suggestions from them.

REPORT ON THE PROGRESS OF THE WORK OF THE COMMITTEE  
FOR THE YEAR 1939

Submitted by the Committee  
on the 13th day of February, 1940

Fidelity Union Skin  
ESTABLISHED 1880  
MADE IN U.S.A.

(4)  
JAN 5 1940

JAN 1940

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
DECEMBER 26-27, 1939

\*\*\*

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson  
Webb and W. Frank Thomas.

Following consideration of recommendation made by  
the Board of County Commissioners of Queen Anne's County, by  
letter dated December 13, 1939, the Commission voted to accept  
for maintenance as a part of the County Road System of said  
County the Jackson Creek #2 Road from County Road #24 (Harrows  
Road) to Jackson's Creek, length 0.2 mile.

Inv. By  
Lewis  
7/24/44

This action by the Commission was taken following  
submission of Condition Report by District Engineer Rolph  
Townshend and copy of Grant for right of way for a width of  
forty feet, signed by property owners living along this sec-  
tion of road.

In accordance with the request of the said Board of  
County Commissioners, as set forth in their letter of December  
13, an authorization for the expenditure of \$200.00 for the  
improvement of this road was voted, said expenditure to be  
charged to the County Road Account of Queen Anne's County.

Copy to: Mr. W. T. Ballard  
Mr. A. F. Shure  
Mr. W. A. Codd  
Mr. W. F. Childs, Jr. ✓



JAN 5 1940

JAN 7 1940

Presented by the Board of Directors, January 5, 1940.  
1939 was a busy year.

The Board of Directors of the Company has the honor to acknowledge the many contributions of the members of the Company who have made it possible for the Company to continue its operations during the year 1939. The Board of Directors also wishes to express its appreciation to the many friends and supporters of the Company who have helped it in its efforts to carry out its program.

The Board of Directors also wishes to express its appreciation to the many friends and supporters of the Company who have helped it in its efforts to carry out its program. The Board of Directors also wishes to express its appreciation to the many friends and supporters of the Company who have helped it in its efforts to carry out its program.

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Very truly yours,  
The Board of Directors  
The Company



SEP 20 1939

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
THURSDAY, SEPTEMBER 7, 1939

\*\*\*

Present: Mr. Ezra B. Whitman, Chairman, and Mr. W. Frank Thomas.

Following consideration of letter received from the Board of County Commissioners of Queen Anne's County, dated August 11, the Commission voted to accept for maintenance as a part of the County Road System of said County, Dundee Avenue, in Grasonville, from Route 404 to 1/4 mile toward County Landing, length 0.25 mile, and authorized an expenditure, chargeable to Queen Anne's County Road Account, of the estimated cost of \$200.00, to clear the right-of-way, grade and drain the road, and surface with sand and gravel.

Copy to: Mr. E. L. Smith  
Mr. W. A. Codd  
Mr. A. F. Shure  
Mr. W. F. Childs, Jr. ✓

Inventory # 165 added to L.M. of 1939 as County.





OK

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

July 25-26, 1939.

Present: Mr. Ezra B. Whitman, Chairman, Messrs. F. Watson Webb  
and W. Frank Thomas.

Following consideration of the request of the County  
Commissioners of Queen Anne's County, the Commission voted its  
approval of the acceptance for maintenance as part of the  
County road system of said County, Melvin's Lane from Route  
404 at Melvin's Store, to the end of the road - a length of  
0.25 mile, and in accordance with the wishes of the said Board  
of County Commissioners, authorized an expenditure of \$55.00  
to cover the cost of grading, drainage and patching the exist-  
ing surface of this section of roadway.

Copies to: Mr. N. L. Smith  
Mr. W. A. Codd  
Mr. A. F. Shure  
Mr. W. F. Childs, Jr.

Inventory # 161 added to 1939 L.M. as County

Copy made for S. R. C. minutes file

to be summarized



EXCERPTS FROM MINUTES OF MEETING OF THE STATE BOARD OF COMMISSIONERS

July 22-23, 1938

Present: Mr. John E. Wilson, Chairman, Messrs. J. Wilson Webb  
and E. Frank Thomas.

Following consideration of the request of the County

Commissioners of Madison County, the Commission voted to

approve of the application for a license to sell

liquor for sale in Madison County, Kentucky, under the terms

and as follows: That, on the 22nd day of July, 1938,

the Board of Commissioners of Madison County, Kentucky, do hereby

authorize the Board of Commissioners of Madison County, Kentucky,

to cause the same to be printed, and to have the same

the office of the Board of Commissioners of Madison County, Kentucky.

Skin

Fidelity Union

MADE IN U.S.A.

MADE IN U.S.A.

(Date Received 5/12/39)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
FRIDAY APRIL 28, 1939

\*\*\*\*\*

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

On the recommendation of the County Commissioners of Queen Anne's County, which recommendation was concurred in by Chief Engineer Smith, the Commission voted to take over as part of the County Road System of said County, Railroad Avenue in the Town of Grasonville, running from State Route 404 to Winchester Creek, a distance of 0.5 mile.

In a letter from Chief Engineer Smith, addressed to the Commission under date of April 28, the following statement is made:

...."District Engineer Townshend has submitted condition reports covering these projects and advises that the section from Route 404 to the railroad grade-crossing, a distance of 0.2 mile, should be widened to 20 feet, drained, and periodically dragged. The section from the railroad to Winchester Creek is in very poor condition, needs extensive ditching, and stabilization. The estimated cost of the necessary work on each section is \$620.00, or a total of \$1240.

Mr. Townshend (District Engr. Townshend) further advises that Dr. James W. Crowl, President of the Board of County Commissioners, has approved the expenditure of this amount."

In further explanation of the above quoted section of Mr. Smith's letter, Railroad Ave., which by this action is made a part of the County Road System of Queen Anne's County, is comprised of two sections of roadway, the first section extending from Grasonville Station to Winchester Creek, a distance of 0.30 mile, and the remaining section from State Route 404 to the Railroad Crossing, a distance of 0.20 mile or a total distance of 0.5 mile.

Copy to MR. H.L. SMITH  
MR. W. A. CODD  
MR. A. F. SHURE  
MR. W. F. CHILDS

Inventory #162 - added on 1939 L.M. as county

Copied from S.R.C. copy  
6/1/39 J.D.

*copy made for S.R.C. from file*  
~~Located on print of base map of Q.A. by R.D. 6/1/39~~  
~~Road is located~~  
~~Shown on 1937 map~~  
~~It is shown as such known to County Road~~  
~~Will be adjusted on S.B. Map J.D. 6/5/39~~







13 MAY 12 1939

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
FRIDAY, APRIL 28, 1939

\*\*\*

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

On recommendation of the County Commissioners of Queen Anne's County, which recommendation was concurred in by Chief Engineer Smith, the Commission voted to take over for maintenance as a part of the County Road System of Queen Anne's County the Warehouse Creek Road from State Route 404 to Mossman's Gate, a distance of 0.35 mile.

Inv By  
L. W. J.  
1/14/44

Mr. Smith, in his letter addressed to the Commission under date of April 26, states - "District Engineer Townshend in his condition report estimated that the cost of putting this road in shape for acceptance is approximately \$300.00 and, under date of April 26, the County Commissioners requested us to go ahead with the work."

Copy to: Mr. M. L. Smith  
Mr. W. A. Codd  
Mr. A. F. Shure  
Mr. W. F. Childs, Jr. ✓

Located on print of Base Map of Q.A. by R.J. 6/1/39  
Not inv. + not on 1937 Map.

Added on 1939 L.M. Tables as County Road.

12 12 1938

REPORT OF THE COMMISSIONER OF THE LAND OFFICE  
RE: THE LANDS OF THE STATE OF CALIFORNIA

THE LANDS OF THE STATE OF CALIFORNIA  
ARE CLASSIFIED AS FOLLOWS:

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4. LANDS OF THE STATE OF CALIFORNIA

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39. LANDS OF THE STATE OF CALIFORNIA  
40. LANDS OF THE STATE OF CALIFORNIA



(Date Received - April 22, 1939)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

TUESDAY, APRIL 11, 1939

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

Acting on the recommendation of the Board of County Commissioners of Queen Anne's County, set forth in their letter of March 1, 1939, addressed to the Commission, that the Commission take over the Goodhand Road in Crab Alley Neck, Fourth Election District, as part of the County Road System, it was voted that this section of roadway be added to the County Road System and maintained as a part of the same, and that the sum of \$426.80 be applied to the improvement of the said road in the following manner, according to letter from the Board of County Commissioners, dated April 6, 1939:

Clearing and grubbing	-	\$ 20.00
Cost of pipe	-	46.80
Placing pipe	-	5.00
Grading and shaping	-	25.00
Sand and Gravel in place 12' wide	-	400.00
		<hr/>
		\$ 496.80

Copy to: Mr. N. L. Smith  
Mr. W. A. Codd  
Mr. A. F. Shure  
Mr. W. F. Childs, Jr.

Copied from S.R.C. Copy  
6-1-39 - J.P.

~~located on print of Proc map 1/17/43 R. 7/1/39~~  
~~Probably not mentioned~~  
~~Map on 1937 map~~  
~~Adjustment will be made on S.B. Map~~  
~~J.H.O. 6/1/39~~

Added to 1940 L.M. as County  
changed from E to D 4/19/42  
complete Tab + Corr. Int 1946

Inv By Lewis  
7/24/44  
By Reed 7/29/46  
to be inventoried



(1) The first part of the report

is a general statement of the work done during the year

and is followed by a list of the

publications of the year, which are arranged in alphabetical order

of the authors. The list is followed by a list of the publications of the year, which are arranged in alphabetical order of the authors. The list is followed by a list of the publications of the year, which are arranged in alphabetical order of the authors.

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The list is followed by a list of the publications of the year, which are arranged in alphabetical order of the authors.

(Date Received - March 17, 1939)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, FEBRUARY 28, 1939

\*\*\*

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

Agreeable to the recommendations made by the County Commissioners of Queen Anne's County, which recommendations were supported by Chief Engineer Smith, the Commission voted to take over for maintenance as part of the County Road System the Saw Mill Lane Road from Route 404 N.S. 75 to Road #20 Bethlehemite Church, a distance of approximately one mile, and to perform the following work thereon, which work must be limited to the amount of expenditure as set forth opposite the several items:

Grading and ditching	-	\$250
Drainage structures	-	200
Gravel Surfacing	-	400
		<u>\$850</u>

Copy to: Mr. N. L. Smith  
Mr. W. A. Codd  
Mr. A. F. Shure  
Mr. W. F. Childs, Jr.

Copied from S.R.C. Copy  
6-1-39 - J.F.

Location shown on print of Q.A.C. Map by R. Towns heard 3/21/39  
~~For~~ Original road on (93) Q.A. Map - as Prim.  
Reinventured by G.N.H. & E.R.F. 5/26/39 - Notes to G.W.C. 5/29/39

Adjustment will be made on S.B. Map  
J.T.D. 6/5/39

Inventoried by G.N.L.Jr. 5/26/39  
Added on 1939 LM as county.







OK

(Date Received - March 3, 1939)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION  
TUESDAY, FEBRUARY 21, 1939

\*\*\*

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George J. Obrecht, Sr.

On recommendation of the Board of County Commissioners of Queen Anne's County in a letter dated February 15, 1939, supported by a recommendation made by Chief Engineer Smith in a letter addressed to the Commission under date of February 20, it was voted that District Engineer Townshend be authorized to perform maintenance operations along the Gunston School Road in Queen Anne's County to the extent of the recommendation as set forth in the letter of the said County Commissioners, these expenditures to be limited to the following items:

Pipe Culverts . . . . .	110.00
Grading and Ditching. . . .	100.00
Sand Gravel Surfacing . . .	100.00

and, following recommendation from the Board of County Commissioners for Queen Anne's County, as set forth in their letter of January 25, 1939, it was voted that this section of road, having an approximate length of 0.75 mile, be taken over as part of the County Road System of Queen Anne's County.

Copy to: Mr. Nathan L. Smith  
Mr. William A. Codd  
Mr. Austin F. Shure  
Mr. Wm. F. Childs, Jr.

Inventory #153 - added to 1939 L.M. as county.

Copied from S.R.C. Copy  
6-1 -39 - J. P.

~~Location shown on print of Q.A. Co. Map 1200 by R.J. 3/24/39~~

~~Map (1937) Map - Check section~~

~~Adjustment will be made on S.B. Map.~~

~~J.T.D. 6/1/39~~

1. The first part of the report is a general statement of the work done during the year.

2. The second part of the report is a detailed account of the work done during the year.

3. The third part of the report is a summary of the work done during the year.

4. The fourth part of the report is a list of the names of the persons who have been employed during the year.

5. The fifth part of the report is a list of the names of the persons who have been employed during the year.

6. The sixth part of the report is a list of the names of the persons who have been employed during the year.

7. The seventh part of the report is a list of the names of the persons who have been employed during the year.

8. The eighth part of the report is a list of the names of the persons who have been employed during the year.

9. The ninth part of the report is a list of the names of the persons who have been employed during the year.

10. The tenth part of the report is a list of the names of the persons who have been employed during the year.



ENTER YOUR VALUE US0050

COUNTY NAME : ANNE ARUNDEL  
OLD ROUTE NUMBER:  
NEW ROUTE NUMBER: US0050  
NEW ROUTE NAME : WM. PRESTON LANE, JR. MEM. BRDG  
OLD ROUTE NAME : CHESAPEAKE BAY BRIDGE  
MEMO DATE : 09/13/67  
EXECUTION DATE : 09/13/67  
ACTION TAKEN : NAME  
TRANSFER FROM :  
FROM (LOCATION) : SANDY POINT (ANNE ARUNDEL CO)  
TO (LOCATION) : KENT ISLAND (QUEEN ANNE'S CO)  
REFERENCE\_1 TO :  
REFERENCE\_2 TO :  
CONTRACT NUMBER :  
MEMO TYPE : BRIDGE  
DISTANCE : 0.000  
MEMO :  
- WILLIAM PRESTON LANE, JR. MEMORIAL BRIDGE  
- SEE ALSO MINUTES 05/10/67

*official  
remove of  
bridge*

COUNTY NAME : ANNE ARUNDEL  
OLD ROUTE NUMBER:  
NEW ROUTE NUMBER: US0050  
NEW ROUTE NAME : JOHN HANSON HIGHWAY  
OLD ROUTE NAME :  
MEMO DATE : 04/01/57  
EXECUTION DATE : / /  
ACTION TAKEN : OTHER  
TRANSFER FROM :  
FROM (LOCATION) :  
TO (LOCATION) : DAVIDSONVILLE RD. INTERCHANGE (MD 424)  
REFERENCE\_1 TO : MD0424  
REFERENCE\_2 TO : MD0468  
CONTRACT NUMBER :  
MEMO TYPE : ROAD  
DISTANCE : 0.000  
MEMO :  
-- APPROPRIATE MONEY FROM MD 468 PROJECT TO BUILD MD 424  
INTERCHANGE WITH US 50.  
-- SECRETARY'S FILE #18964.





COUNTY NAME : ANNE ARUNDEL  
OLD ROUTE NUMBER:  
NEW ROUTE NUMBER:  
NEW ROUTE NAME : OLD MILL BOTTOM RD  
OLD ROUTE NAME :  
MEMO DATE : 09/30/53  
EXECUTION DATE : / /  
ACTION TAKEN : ABANDON  
TRANSFER FROM :  
FROM (LOCATION) : OLD ANNAPOLIS BLVD  
TO (LOCATION) : REVELL HIGHWAY  
REFERENCE\_1 TO : US0050  
REFERENCE\_2 TO :  
CONTRACT NUMBER : AA-263-22-515  
MEMO TYPE : ROAD  
DISTANCE : 0.294  
MEMO :

-- OLD MILL ROTTOM ROAD ABANDONED DUE TO NEWLY CONSTRUCTED ACCESS  
ROAD.  
-- NEW ROAD TO BE MAINTAINED BY STATE ROADS.  
-- SEE LETTERS - 09/14/53, 09/10/53.

ENTER YOUR VALUE MD0450

COUNTY NAME : ANNE ARUNDEL  
OLD ROUTE NUMBER:  
NEW ROUTE NUMBER: MD0791  
NEW ROUTE NAME :  
OLD ROUTE NAME :  
MEMO DATE : 01/11/89  
EXECUTION DATE : / /  
ACTION TAKEN : OTHER  
TRANSFER FROM :  
FROM (LOCATION) : MD 648-A, OLD BALTO. ANNAPOLIS BLVD.  
TO (LOCATION) : ROAD END  
REFERENCE\_1 TO : MD0002  
REFERENCE\_2 TO : MD0450  
CONTRACT NUMBER :  
MEMO TYPE : ROAD  
DISTANCE : 0.040  
MEMO :

- WAS PART OF APPROACH TO OLD SECTION OF THE OLD SEVERN RIVER  
BRIDGE  
- SEE 'NOTES TO FILE', A.A.CO. MINUTES - 1/11/89





COUNTY NAME : ANNE ARUNDEL  
OLD ROUTE NUMBER:  
NEW ROUTE NUMBER: MD0450  
NEW ROUTE NAME : KING GEORGE ST.  
OLD ROUTE NAME :  
MEMO DATE : 03/24/60  
EXECUTION DATE : / /  
ACTION TAKEN : OTHER  
TRANSFER FROM :  
FROM (LOCATION) :  
TO (LOCATION) : US NAVAL ACADEMY (ANNAPOLIS)  
REFERENCE\_1 TO : MD0002  
REFERENCE\_2 TO : MD0436  
CONTRACT NUMBER :  
MEMO TYPE : ROAD  
DISTANCE : 0.000  
MEMO :  
-- SEE LETTER AND DIAGRAMS-03/15/60.  
-- CONCERNING OWNERSHIP AND MAINTENANCE OF ROADS & BRIDGES AT US  
NAVAL ACADEMY.

COUNTY NAME : ANNE ARUNDEL  
OLD ROUTE NUMBER:  
NEW ROUTE NUMBER: MD0665  
NEW ROUTE NAME : FOREST DR  
OLD ROUTE NAME :  
MEMO DATE : 07/17/58  
EXECUTION DATE : / /  
ACTION TAKEN : OTHER  
TRANSFER FROM :  
FROM (LOCATION) : MD 2  
TO (LOCATION) : EASTERLY  
REFERENCE\_1 TO : MD0450  
REFERENCE\_2 TO :  
CONTRACT NUMBER :  
MEMO TYPE : ROAD  
DISTANCE : 0.810  
MEMO :  
-- ELIMINATED FROM 12 YEAR PROGRAM.

COUNTY NAME : ANNE ARUNDEL  
OLD ROUTE NUMBER:  
NEW ROUTE NUMBER: MD0450  
NEW ROUTE NAME : WEST ST  
OLD ROUTE NAME :  
MEMO DATE : 07/17/58  
EXECUTION DATE : / /  
ACTION TAKEN : OTHER  
TRANSFER FROM :  
FROM (LOCATION) : 507 FEET WEST OF HICKS AVE  
TO (LOCATION) : 120 FEET WEST OF N.SOUTHWOOD AVE  
REFERENCE\_1 TO : MD0665  
REFERENCE\_2 TO :  
CONTRACT NUMBER :  
MEMO TYPE : ROAD  
DISTANCE : 0.811  
MEMO :  
-- 12 YEAR PROGRAM SUBSTITUTION.



COUNTY NAME : ANNE ARUNDEL  
OLD ROUTE NUMBER: MD0002  
NEW ROUTE NUMBER:  
NEW ROUTE NAME : GOVERNOR RITCHIE HIGHWAY  
OLD ROUTE NAME :  
MEMO DATE : 01/16/52  
EXECUTION DATE : / /  
ACTION TAKEN : MAINTENANCE  
TRANSFER FROM :  
FROM (LOCATION) : GATES #8 & 9  
TO (LOCATION) : POST GRADUATE SCHOOL (US NAVAL ACADEMY)  
REFERENCE\_1 TO : MD0450  
REFERENCE\_2 TO :  
CONTRACT NUMBER :  
MEMO TYPE :  
DISTANCE : 0.000  
MEMO :  
-- RESURFACING, TRAFFIC SIGNAL.

ENTER YOUR VALUE MD0002

COUNTY NAME : ANNE ARUNDEL  
OLD ROUTE NUMBER:  
NEW ROUTE NUMBER: MD0791  
NEW ROUTE NAME :  
OLD ROUTE NAME :  
MEMO DATE : 01/11/89  
EXECUTION DATE : / /  
ACTION TAKEN : OTHER  
TRANSFER FROM :  
FROM (LOCATION) : MD 648-A, OLD BALTO. ANNAPOLIS BLVD.  
TO (LOCATION) : ROAD END  
REFERENCE\_1 TO : MD0002  
REFERENCE\_2 TO : MD0450  
CONTRACT NUMBER :  
MEMO TYPE : ROAD  
DISTANCE : 0.040  
MEMO :  
- WAS PART OF APPROACH TO OLD SECTION OF THE OLD SEVERN RIVER  
BRIDGE  
- SEE 'NOTES TO FILE', A.A.CO. MINUTES - 1/11/89

COUNTY NAME : ANNE ARUNDEL  
OLD ROUTE NUMBER:  
NEW ROUTE NUMBER: CD0249  
NEW ROUTE NAME : MANHATTAN BEACH RD  
OLD ROUTE NAME :  
MEMO DATE : 08/16/62  
EXECUTION DATE : / /  
ACTION TAKEN : TRANSFER  
TRANSFER FROM : STATE TO COUNTY  
FROM (LOCATION) : STATION 1+20 (+/-)  
TO (LOCATION) : STATION 3+00 (S.R.C. PLAT #26852)  
REFERENCE\_1 TO : MD0002  
REFERENCE\_2 TO :  
CONTRACT NUMBER :  
MEMO TYPE : ROAD  
DISTANCE : 0.034  
MEMO :  
- ACQUIRED BY S.R.C. - 3/23/37





COUNTY NAME : ANNE ARUNDEL  
OLD ROUTE NUMBER:  
NEW ROUTE NUMBER: MD0450  
NEW ROUTE NAME : KING GEORGE ST.  
OLD ROUTE NAME :  
MEMO DATE : 03/24/60  
EXECUTION DATE : / /  
ACTION TAKEN : OTHER  
TRANSFER FROM :  
FROM (LOCATION) :  
TO (LOCATION) : US NAVAL ACADEMY (ANNAPOLIS)  
REFERENCE\_1 TO : MD0002  
REFERENCE\_2 TO : MD0436  
CONTRACT NUMBER :  
MEMO TYPE : ROAD  
DISTANCE : 0.000  
MEMO :

-- SEE LETTER AND DIAGRAMS-03/15/60.

-- CONCERNING OWNERSHIP AND MAINTENANCE OF ROADS & BRIDGES AT US  
NAVAL ACADEMY.

COUNTY NAME : ANNE ARUNDEL  
OLD ROUTE NUMBER:  
NEW ROUTE NUMBER:  
NEW ROUTE NAME :  
OLD ROUTE NAME :  
MEMO DATE : 09/16/59  
EXECUTION DATE : 09/16/59  
ACTION TAKEN : TRANSFER  
TRANSFER FROM : STATE TO COUNTY  
FROM (LOCATION) : RITCHIE HIGHWAY (MD 2)  
TO (LOCATION) : ROBINSON STATION  
REFERENCE\_1 TO : MD0002  
REFERENCE\_2 TO : CO2209  
CONTRACT NUMBER :  
MEMO TYPE : ROAD  
DISTANCE : 0.042  
MEMO :

-- PROBABLY REFERING TO ONE WAY SECTION OF ROBINSON RD., CO2209,  
FROM MD 648-D, BALTIMORE - ANNAPOLIS BLVD., TO RITCHIE HWY, MD  
2.

-- LENGTH - 220 FT.

-- PLAT #2301.





COUNTY NAME : ANNE ARUNDEL  
OLD ROUTE NUMBER: MD0002  
NEW ROUTE NUMBER:  
NEW ROUTE NAME : GOVERNOR RITCHIE HIGHWAY  
OLD ROUTE NAME :  
MEMO DATE : 01/16/52  
EXECUTION DATE : / /  
ACTION TAKEN : MAINTENANCE  
TRANSFER FROM :  
FROM (LOCATION) : GATES #8 & 9  
TO (LOCATION) : POST GRADUATE SCHOOL (US NAVAL ACADEMY)  
REFERENCE\_1 TO : MD0450  
REFERENCE\_2 TO :  
CONTRACT NUMBER :  
MEMO TYPE :  
DISTANCE : 0.000  
MEMO :  
-- RESURFACING, TRAFFIC SIGNAL.

